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GENERAL NEIGHBORHOOD RENEWAL PLAN PROJECT NO. MASS. R-50	BINDER NO.
Roxbury-North Dorchester Urban Renewal Area Boston Redevelopment Authority Boston · Massachusetts	SUBMISSION DATE

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CHECKLIST OF DOCUMENTS

Code No.	Document	No. in Binder
	Proposed program for extending urban renewal action in the Roxbury-North Dorchester GNRP Area.	☐
GN 201	: General neighborhood renewal plan.	
	(a) Description of perimeter boundary.	☐
	(b) Land use plan.	☐
	(1) Population densities.	
	(2) Building requirements.	
	(3) Land use provisions.	
	(c) Community facilities plan(s)	☐
	(1) Schools, parks, playgrounds.	
	(2) Highways, streets, utilities.	
	(d) Delineation of clearance area(s).	☐
	(e) Property rehabilitation requirements.	☐
	(f) Identification of Title I projects.	☐

(checklist continued on next page . . .)

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Code No.	Document	No. in Binder
GN 202	: Supplementary data to plan.	
	(a) Anticipated absorption of cleared land.	☐
	(b) Estimates of project financing.	☐
	(c) Analysis of relocation program.	☐
	(d) Identification of required actions.	☐
	(1) Zoning changes.	
	(2) Modification of housing codes.	
	(3) Provision of community facilities.	
GN 203	: Evidence of plan conformity to general plan.	☐
GN 211	: Resolution of LPA approving filing of plan.	☐
GN 212	: Opinion of LPA counsel respecting approval.	☐
EXHIBITS		
Exhibit A:	Approved Urban Renewal Plan Washington Park Urban Renewal Area.	☐
Exhibit B:	"1965/1975 General Plan for the City of Boston and the Regional Core", November 1964.	☐
Exhibit C:	"Renewing Boston's Municipal Facilities, Capital Improvements Program 1963/1975".	☐

(checklist continued on next page . . .)

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Code No.	Document	No. in Binder
EXHIBITS (continued)		
Exhibit D:	"The Seaver-Townsend Urban Renewal Area A Section of the Roxbury-North Dorchester GNRP Area An Analysis of the Economic, Financial, and Community Factors That Will Influence the Feasibility of Residential Renewal. Chester Rapkin, January 1962.	☐
Exhibit E:	"Land Utilization and Marketability Study". Larry Smith and Company, January 1963.	☐
Exhibit F:	"Boston Schools - 1962: A Report on the Schools of Boston". Harvard University, May 1962.	☐
Exhibit G:	"Traffic and Circulation Plan Roxbury GNRP Area" Wilbur Smith and Associates, March 1963.	☐
Exhibit H:	"Report on Preliminary Studies of Existing Utility Systems" Charles A. Maguire and Associates, April 1964.	☐
Exhibit I:	Map 1 : Existing Land Uses.	☐
Exhibit J:	Map 2 : Existing Building Conditions.	☐
Exhibit K:	Map 3 : Proposed Land Uses.	☐
Exhibit L:	Map 4 : Existing Community Facilities.	☐
Exhibit M:	Map 5 : Proposed Community Facilities.	☐

(checklist continued on next page . . .)

(. . . checklist continued from preceding page)

Code No.	Document	No. in Binder
Exhibit N:	Map 6 : Existing Circulation.	☐
Exhibit O:	Map 7 : Proposed Circulation.	☐
Exhibit P:	Map 8 : Contemplated Treatment.	☐
Exhibit Q:	Map 9 : Proposed Title I Projects.	☐
Exhibit R:	Map 10 : Existing Zoning	☐
Exhibit S:	Map 11 : Proposed Zoning.	☐

GENERAL NEIGHBORHOOD RENEWAL PLAN BINDER NO.
PROJECT NO. MASS. R-50

Roxbury-North Dorchester Urban Renewal Area SUBMISSION DATE:
Boston Redevelopment Authority
Boston . Massachusetts

PROPOSED PROGRAM FOR EXTENDING URBAN RENEWAL ACTION IN THE ROXBURY-NORTH DORCHESTER GNRP AREA

As background to the General Neighborhood Renewal Plan, and by way of introduction to the Plan itself, this report outlines in broad terms a program for extending urban renewal action in the Roxbury-North Dorchester Area.

BRIEFLY

Briefly, this report points out that:

(1) The Roxbury-North Dorchester GNRP Area embraces 1,785 acres of land.

(2) The perimeter boundary of the Roxbury-North Dorchester GNRP Area defines a logical planning unit.

(3) The Roxbury-North Dorchester GNRP Area is an integral part of the over-all Boston Development Program in which the emphasis continues to be on planning with people for the rehabilitation of existing properties and the improvement of the City's older neighborhoods.

(4) The Roxbury-North Dorchester GNRP Area is made up of several distinct communities. These include the 502-acre Washington Park Urban Renewal Project Area.

(5) Urban renewal action in Washington Park is now well underway. Experience in this "first project" within the GNRP Area clearly demonstrates that existing neighborhoods can be saved and that rehabilitation can work.

(6) General neighborhood renewal studies of present character and conditions in the GNRP Area now provide a definitive

measure of urban renewal needs and opportunities outside of Washington Park.

(7) The Authority's survey findings in the 1,283-acre area which lies outside of Washington Park provide evidence of extensive blight.

(8) The large population losses which have occurred in Roxbury reflect an area in transition. Economic decline is clearly evident.

(9) There is an increasingly urgent need for extending urban renewal action beyond the boundaries of Washington Park.

(10) In spite of the profound changes which have swept across the face of this community, it has many sources of strength which provide a firm base upon which to build a better Roxbury. Its people and institutions are the area's greatest resource.

(11) Improvement of the entire Roxbury Area is an attainable goal.

(12) The basic aim of urban renewal action in the GNRP Area is to strengthen where possible the residential character of the area.

ROXBURY GNRP AREA EMBRACES 1785 ACRES OF LAND

The Roxbury-North Dorchester General Neighborhood Renewal Plan (GNRP) Area is located about three miles south of the central business district of the City of Boston.

This GNRP Area embraces some 1,785 acres of present-day Boston which at one time were situated in the separate municipalities of Roxbury and Dorchester before those communities were annexed in 1867 and 1869 to Boston Proper. Since then the area has been characterized by successive periods of growth and decay.

PERIMETER BOUNDARY DEFINES A LOGICAL PLANNING AREA

The perimeter boundary of the Roxbury-North Dorchester GNRP Area, described in Code No. GN-201(a) which follows, is defined by railroad, highway, and major street lines, and the lines of demarcation between major land use areas. In each instance, these lines establish boundaries between residential neighborhoods identified in the general plan.

The perimeter boundary of the GNRP Area defines a logical unit.

A key map which shows the general location and boundaries of the Roxbury-North Dorchester GNRP Area, Project No. Mass. R-50 (GN), is attached.

On the north, the perimeter boundary extends far enough to incorporate the right-of-way of the proposed Inner Belt Highway. Here the Roxbury-North Dorchester GNRP Area adjoins the South End Urban Renewal Project Area.

On the east, the boundary is defined by Massachusetts Avenue and Columbia Road, major arterial streets. Along this portion of the perimeter boundary the GNRP area adjoins the Dorchester Improvement Area.

On the south, the boundary is defined by Seaver Street and Columbus Avenue which traverse the northerly edge of Franklin Park.

On the west, the boundary is defined by Columbus Avenue and the mainline right-of-way of the New York, New Haven, and Hartford Railroad which separate the Roxbury-North Dorchester Area from other GNRP Areas in Parker Hill-Fenway and Jamaica Plain.

The Roxbury-North Dorchester GNRP Area is an integral part of the overall Boston Development Program. In view of this, program proposals and the prospective timing of urban renewal action in adjoining areas suggest a need for some revisions at certain points along these common boundary lines. Such revisions are described in Code No. GN-201(f) which identifies the tentative boundaries of anticipated urban renewal project areas involving Title I aid.

PLANNING AREA IS MADE UP OF SEVERAL DISTINCT COMMUNITIES

While it is desirable, in the interest of sound community development, that the Roxbury-North Dorchester GNRP Area be planned for urban renewal purposes in its entirety, it must be recognized that this 1,785-acre planning area is made up of several distinct communities.

These communities include (1) Washington Park, (2) Lower Roxbury, (3) Highland Park, (4) North Dorchester, and (5) Upham's Corner.

A key map which shows the general location and boundaries of these communities is attached herewith.

URBAN RENEWAL ACTION IN WASHINGTON PARK IS NOW WELL UNDERWAY

In Washington Park, urban renewal action is now well underway in accordance with the provisions of the approved Urban Renewal Plan for this "first project" within the Roxbury-North Dorchester GNRP Area.

A copy of the approved Urban Renewal Plan for the Washington Park Urban Renewal Area, Project No. Mass. R-24 (L-G), is attached herewith as Exhibit A.

The Urban Renewal Plan for the Washington Park Area was approved on February 26, 1963, and a Loan and Capital Grant Contract executed on May 1, 1963.

Land acquisition activities in this 502-acre project are virtually complete, relocation and rehousing for the large majority of families and businesses is also finished, well over half of the necessary building demolition and site clearance work is done, or in process, and during the past two years, rehabilitation and new construction have begun to transform this section of the Roxbury-North Dorchester GNRP Area, with the assistance and close cooperation of its residents, into a new community.

More than $1.25-million has already been committed by private persons for the rehabilitation of some 6,500 dwelling units in 2,000 properties to be retained.

At the same time, some 150 acres of vacant land and predominantly slum buildings have been or are about to be cleared (1) for the construction of 1,500 new housing units for low-and moderate-income families, and (2) for the construction of several new elementary schools, a new civic center, a new community recreation area, many new playgrounds, totlots, and neighborhood parks, a new YMCA, a new Roxbury Boys' Club, and a new Washington Park Boulevard.

Some 175 new housing units have been occupied, and an additional 285 units will be available for occupancy before the end of this year.

More than $50-million of public and private funds have already been committed or expended, and an additional $10-million for private housing construction and $8.75-million for private rehabilitation will be committed in the near future to assure the successful completion of this project.

Although project execution in Washington Park is still to be completed, activities in the area to date have demonstrated through planning and working with people (1) that rehabilitation can work, and (2) that existing neighborhoods can be saved through urban renewal action.

GENERAL PLANNING AND RENEWAL STUDIES PROVIDE A DEFINITIVE MEASURE OF URBAN RENEWAL NEEDS

A number of general planning and urban renewal studies serve to provide (1) a clear picture of the present character and conditions in the Roxbury GNRP Area, (2) a definitive measure of urban renewal needs in the area, and (3) a framework for urban renewal planning proposals.

During the Summer of 1961, staff members of the Boston Redevelopment Authority carried out land use surveys and exterior building examinations throughout the entire Roxbury-North Dorchester GNRP Area.

During the Summer of 1964, a re-survey of existing land uses and exterior building conditions was completed for those sections of the GNRP Area outside of Washington Park.

During the period between 1961 and the end of 1964, studies of population trends and development problems in the area were carried out by the staff on a continuing basis.

During the same period, intensive staff work resulted in the completion of a new 12-year capital improvements program, and a master plan for community development. Copies of the reports resulting from this work are submitted as exhibits to the General Neighborhood Renewal Plan, as follows:

Exhibit B: "1965/1975 General Plan for the City of Boston and the Regional Core", November 1964.

Exhibit C: "Renewing Boston's Municipal Facilities, Capital Improvements Program 1963/1975".

Special studies concerning (1) the economic feasibility of dwelling rehabilitation, (2) non-residential land utilization and marketability, (3) school housing needs, (4) traffic and circulation requirements, and (5) the condition and sufficiency of streets and utilities were carried out under contract. Copies of reports resulting from these studies are submitted as exhibits to the General Neighborhood Renewal Plan, as follows:

Exhibit D: "The Seaver-Townsend Urban Renewal Area
A Section of the Roxbury-North Dorchester GNRP Area;
An Analysis of the Economic, Financial, and
Community Factors That Will Influence the
Feasibility of Residential Renewal".
Chester Rapkin, January 1962.

Exhibit E: Land Utilization and Marketability Study".
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Exhibit F: "Boston Schools - 1962:
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Harvard University, May 1962.

Exhibit G: "Traffic and Circulation Plan
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Exhibit H: "Report on Preliminary Studies of Existing Utility Systems" Charles A. Maguire and Associates, April 1964.

SURVEY FINDINGS PROVIDE EVIDENCE OF BLIGHT

General neighborhood renewal studies of the Roxbury community indicate that those sections of the Roxbury-North Dorchester GNRP Area outside of Washington Park are seriously blighted.

These sections are characterized by a number of blighting influences, including not only a substantial number of derelict buildings, deteriorated structures, and substandard dwellings, but also by improper land uses, poor traffic circulation, inadequate schools and play areas, and a lack of properly located open space.

For all these reasons, private owners within the area find it exceedingly difficult if not impossible to secure manual-rate fire insurance on their property, and normal financing for necessary renovations and repairs.

Parts of Roxbury are still declining rapidly, and much of the area faces almost complete decay unless effective steps are initiated soon to undergird private rehabilitation efforts, improve community facilities and services, eliminate blight, and prevent the formation of new slum areas.

Major findings from the Authority's general neighborhood studies for the 1,283 acres of the Roxbury-North Dorchester GNRP Area outside of Washington Park, including Lower Roxbury, Highland Park, North Dorchester, and Upham's Corner, can be summarized as follows;

PRESENT CHARACTER AND CONDITION

Present Character and Condition	Lower Roxbury	Highland Park	North Dorchester	Uphams Corner	Total GNRP Less R-24*
Total acres	326.3	168.4	657.6	130.7	1,283.0
	100%	100%	100%	100%	100%
Residential	44.8	64.2	345.4	47.5	501.9
	14%	38%	53%	37%	39%
Commercial	28.6	9.3	33.1	4.3	75.3
	9%	5%	5%	3%	6%
Industrial	84.7	3.3	26.8	35.3	150.1
	26%	2%	4%	27%	12%
Public and Institutional	24.6	27.0	47.5	3.7	102.8
	7%	16%	7%	3%	8%
Streets	85.2	33.2	149.4	34.3	302.1
	26%	20%	23%	26%	23%
Vacant	58.4	31.4	55.4	5.6	150.8
	18%	19%	8%	4%	12%
Total buildings	1,279	984	3,873	620	6,756
	100%	100%	100%	100%	100%
A-Satisfactory	71	41	312	176	600
	6%	4%	8%	28%	9%
B-Minor repair	539	656	2,694	371	4,260
	42%	67%	70%	60%	63%
C-Extensive repair	507	235	753	65	1,560
	40%	24%	19%	11%	23%
D-Major repair	162	52	114	8	336
	12%	5%	3%	1%	5%
Residential	857	935	3,610	565	5,967
	100%	100%	100%	100%	100%
With deficiencies	818	896	3,307	399	5,420
	95%	96%	92%	71%	91%
Non-residential	422	49	263	55	789
	100%	100%	100%	100%	100%
With deficiencies	390	47	254	45	736
	92%	96%	97%	82%	93%

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Present Character and Condition	Lower Roxbury	Highland Park	North Dorchester	Uphams Corner	Total GNRP Less R-24*
Total dwellings	2,455	1,794	10,115	1,220	15,584
	100%	100%	100%	100%	100%
Vacant units	518	216	877	76	1,687
	21%	12%	9%	6%	11%
Occupied units	1,937	1,578	9,238	1,144	13,097
	79%	88%	91%	94%	89%
	100%	100%	100%	100%	100%
Owner-occupied	250	324	2,032	309	2,915
	13%	21%	22%	27%	21%
Renter-occupied	1,687	1,254	7,206	835	10,982
	87%	79%	78%	73%	79%
Population	5,870	5,340	32,020	3,590	46,820
	100%	100%	100%	100%	100%
White	1,760	1,975	13,450	3,050	20,235
	30%	37%	42%	85%	43%
Non-white	4,110	3,365	18,570	540	26,585
	70%	63%	58%	15%	57%

* Figures shown are for the Roxbury-North Dorchester GNRP Area, excluding the Washington Park Urban Renewal Project Area.

Map 1 : Existing Land Uses, is attached herewith as Exhibit I.

Map 2 : Existing Building Conditions, is attached herewith as Exhibit J.

About nine of every 10 buildings in the Roxbury GNRP Area, outside of Washington Park, were found to have one or more deficiencies.

Only one of every 10 buildings was found to be in satisfactory condition, while nearly three of every 10 buildings were found to need either major or extensive minor repairs, and several hundred were found to be totally unfit for human habitation.

In general, the present character and condition of those sections of the Roxbury-North Dorchester GNRP Area, outside of Washington Park, except for that section of Lower Roxbury around Madison Park, are similar to those which existed within the Washington Park Project Area before urban renewal.

LARGE POPULATION LOSSES REFLECT AN AREA IN TRANSITION

Physical deterioration in the Roxbury-North Dorchester GNRP Area has been accompanied by major changes in the population of the entire area.

The two most significant changes which have taken place are (1) the sharp decline in population numbers, and (2) the marked shift in racial composition. These changes can be summarized as follows:

Year	Total Numbers*	Percent Non-White*
1950	108,913	17.5
1960	82,247	50.4
1964	70,000	65.0

* Figures shown are for the Roxbury-North Dorchester GNRP Area including the Washington Park Urban Renewal Project Area.

These figures indicate that between 1950 and 1960, total population numbers within the entire Roxbury-North Dorchester GNRP Area, including Washington Park, dropped 25 percent, from about 109,000 to 82,000 persons, as contrasted with a 13 percent loss in the City as a whole. This population decrease for the Roxbury GNRP Area occurred at almost double the rate of loss for the entire City. More than 2,300 of Roxbury's 31,000 dwelling units were abandoned during this period.

Furthermore, the net loss of more than 25,000 persons in Roxbury represents almost one-quarter of the total net loss in numbers for the City as a whole during that decade.

Much of this decline in population numbers can be attributed to the out-migration of younger families seeking newer housing and better community facilities.

During the same decade, the racial composition of the Roxbury Area changed from 18 percent non-white and 82 percent white in 1950, to more than 50 percent non-white and less than 50 percent white in 1960.

Since 1960, these overall shifts in population numbers and composition have continued, and existing trends may even have accelerated.

It is estimated, for example, that nearly 3,000 dwelling units, outside of Washington Park, have been vacated during the past four years, and population numbers have declined at an estimated four percent each year.

The current population of the Roxbury GNRP Area, including Washington Park, is estimated to be about 70,000 persons of which nearly two-thirds are estimated to be non-white.

Economic decline is also clearly evident. In general, it can be reported that the number of sales of residential properties, the volume of institutional mortgages, property values, and tax assessments have significantly declined. At the same time, there has been an increase in the number of dwelling vacancies, tax-title properties, and building demolitions.

THERE IS AN URGENT NEED TO EXTEND URBAN RENEWAL ACTION IN THE ROXBURY-NORTH DORCHESTER GNRP AREA

In spite of deep concern on the part of the area's block associations, neighborhood groups, churches, settlements, business organizations, and community councils, the problems of the area have intensified to the point where an effective solution appears to be beyond the reach of individual householders, property owners, institutions, or businesses in the area acting either individually or collectively to stem the rising tide of blight.

NEIGHBORHOOD STRENGTHS PROVIDE A BASE UPON WHICH TO BUILD

Roxbury has been referred to as one of Boston's "discarded suburbs", a by-passed relic of the age when horse cars and steam railroads first began to run from Boston Proper through the South End to Dudley Terminal and Roxbury Crossing.

But Roxbury is a durable community which has strengths as well as weaknesses. Not all of the fine views and broad vistas from its hills were lost in the rush to build two-and three-story frame flats and brick apartment buildings. Out-croppings of Roxbury "pudding-stone" still dot the landscape and add to the area's natural beauty. Many of its tree-lined streets, its houses of special historic significance or architectural merit, and its carefully laid-out public squares can still be seen. Its spacious, older houses, frequently in basically sound condition, could not be replaced today except at excessive cost.

Local shopping facilities are reasonably well-distributed throughout the area, and the area itself is conveniently located with respect to the major retail, educational, medical and cultural facilities of the central city and the regional core.

General accessibility from surrounding communities is good and will be enhanced, and the congestion due to the high volumes of through traffic presently moving along its major thoroughfares will be reduced by the completion of the planned expressway system along its perimeter.

Above all it is the people and the institutions of the area which provide the strongest base on which to build an improved community. Its neighborhood organizations and block associations, its community development groups, its churches, its settlements, and its community councils offer islands of leadership, focal points of action in the continuing battle against encroaching blight.

IMPROVEMENT OF THE ENTIRE ROXBURY AREA IS AN ATTAINABLE GOAL

Studies of physical conditions indicate that the need for clearance and demolition in those sections of Roxbury outside

of Washington Park is limited, except in that section of Lower Roxbury around Madison Park.

The extent of urban renewal treatment which might be required in the Lower Roxbury, Highland Park, North Dorchester, and Upham's Corner areas is suggested by the following findings:

Item	Lower Roxbury	Highland Park	North Dorchester	Uphams Corner	Total GNRP Less R-24*
Total structures	1,280 100%	984 100%	3,873 100%	620 100%	6,757 100%
Clearance	1,128 88%	358 36%	993 26%	-- --	2,479 37%
Rehabilitation	152 12%	626 64%	2,880 74%	620 100%	4,278 63%

*Figures shown are for the Roxbury-North Dorchester GNRP Area, excluding the Washington Park Urban Renewal Project Area.

Nearly 75 percent of all of the buildings in the Roxbury GNRP Area, outside of Washington Park, were found to be either in satisfactory condition or in need of only minor repairs. Conversely, only 25 percent of the buildings were found to require major or extensive repair, were found to be infeasible of rehabilitation, or were found to be unfit for human habitation.

In short, the Authority's general neighborhood renewal studies indicate that there is much worth saving in the Roxbury-North Dorchester GNRP Area. Population decline and physical deterioration present opportunities as well as problems.

The gradual erosion of the area's physical and human resources can be stopped, population and property values can be stabilized

lized, rehabilitation can be made to work, new economic opportunities can be created, and major community development objectives can be achieved.

Neighborhood improvement in the Roxbury-North Dorchester GNRP Area is clearly an attainable goal.

BASIC AIM IS TO STRENGTHEN WHERE POSSIBLE
THE RESIDENTIAL CHARACTER OF THE GNRP AREA

The basic aim of any renewal plan for the Roxbury-North Dorchester Area should be to strengthen where possible the residential character of the area.

In the Highland Park and North Dorchester sections of the GNRP Area, as in Washington Park, clearance activities can and undoubtedly should be limited primarily to vacant land, and to those concentrations of seriously deteriorated structures which cannot economically be rehabilitated and which if not removed will continue to have an adverse impact on surrounding structures characterized at most by only minor deficiencies.

When cleared, such areas could provide badly-needed sites for new housing and community facilities. In these sections, the emphasis can and should be on dwelling rehabilitation.

SPECIFIC OBJECTIVES FOR NEIGHBORHOOD IMPROVEMENT
IN HIGHLAND PARK AND NORTH DORCHESTER CAN BE DEFINED

General neighborhood renewal studies suggest that any final plans for extending urban renewal activities into the Highland Park and North Dorchester sections of the GNRP Area must contemplate specifically:

(1) The elimination of the most deteriorated residential and commercial structures and public buildings now in these sections which no longer adequately serve the functions for which they were originally intended, which cannot economically be rehabilitated or improved, and which have a depressive, blighting effect on their surroundings.

(2) The use of cleared sites for badly-needed new community facilities including schools, recreation and neighborhood shopping centers, parks, and play areas, better designed to serve the real needs of people living in the area, and the improvement of such facilities which are not so poorly located or substandard that they cannot serve a useful purpose.

(3) The development of an improved pattern of traffic circulation and parking, street paving, street lighting, and landscaping.

(4) The provision of new, private low-and moderate-rental and sales housing, as well as some public housing for low-income families and the elderly, in order particularly to meet relocation needs, to improve the standing stock of dwellings, and generally to broaden both the opportunity for new housing investment and the range of choice available to the housing consumer.

(5) The undertaking by individual property owners, citizen groups, real estate investors, home loan banking institutions, builders, fire insurance companies, the Federal Housing Administration (FHA), and non-profit community development corporations, of a massive, collaborative effort of privately-sponsored dwelling rehabilitation for the vast majority of basically-sound structures which exist throughout the area.

NORTH DORCHESTER
OFFERS MANY OPPORTUNITIES FOR NEIGHBORHOOD IMPROVEMENT

In terms of its present character and condition, and community organization, North Dorchester is similar to the Washington Park Area as that area was in 1960 before renewal activities began. Although North Dorchester is a somewhat larger community than Washington Park, the basic pattern of neighborhood improvement activities and the general scale of urban renewal action might be expected to be the same.

Major opportunities for neighborhood improvement include:

Mason School : A new 350-pupil elementary school and playground, for Kindergarten through Grade 5, could be provided to replace the present Samuel W. Mason School located on Norfolk Avenue and built in 1905, and might best be constructed on about 4½ acres of land in the vicinity of Dudley and Clifton Streets.

Estimated public investment: $750,000.

Winthrop School : A new 550-pupil elementary school and playground, for Kindergarten through Grade 5, could be provided to replace the present John Winthrop School located at Brookford and Dacia Streets and built in 1911, and might best be constructed on about 5 acres of land in the vicinity of Blue Hill Avenue and Brookford Street.

Estimated public investment: $1,250,000.

Fenwick School : A new 550-pupil elementary school and playground, for Kindergarten through Grade 5, could be provided to replace the present Benedict Fenwick School located on Magnolia Street and built in 1912, and might best be constructed on about 4 acres of land created through expansion of the present school site.

Estimated public investment: $1,250,000.

Phillips Brooks School :	A new 700-pupil elementary school and playground, for Kindergarten through Grade 5, could be provided to replace the present Phillips Brooks School located at Quincy and Perth Streets and built in 1900, and might best be constructed on about 4½ acres of land in the vicinity of Blue Hill Avenue and Quincy Street. Estimated public investment: $1,500,000.
Dickerman School :	A new 700-pupil elementary school and playground, for Kindergarten through Grade 5, could be constructed to replace the present Quincy E. Dickerman School located on Magnolia Street and built in 1915, and might best be constructed on about 4½ acres of land in the vicinity of Blue Hill Avenue and Stanwood Street. Estimated public investment: $1,500,000.
Dearborn School :	An expanded site for school and community play purposes could be provided on about 4 acres of land at the Dearborn School located on Ambrose Street. The condition and capacity of this school, which was built in 1906 and expanded in 1921, are sufficient to meet future pupil enrollments from this area for Kindergarten through Grade 5. For this reason, the Dearborn School should be retained. Estimated public investment: $50,000.
Davis, and Palmer Schools :	The capacity of the Dearborn School is sufficient to accommodate pupils enrolled in the two other schools in the district. These two schools, the Aaron Davis and Albert Palmer Schools, built in 1870 and 1895, respectively, should be abandoned.

Emerson, Baker, and Hawthorne Schools :	The present Ralph Waldo Emerson, Sarah J. Baker, and Nathaniel Hawthorne Schools, located on Shirley, Perrin, and Harlow Streets and built in 1924, 1906, and 1906, respectively, whose capacity and condition are sufficient to meet future pupil enrollments in their individual service areas, should be retained, while additional play space for school and community purposes could be provided on a total of about 5 acres of land next to or near the present sites. Estimated public investment: $150,000.
New Intermediate School :	A new 1,200-pupil intermediate school and playfield, for Grades 6 through 8, could be provided to augment already heavily-burdened junior high school facilities now serving the area, and might best be located on about 12½ acres of land in the vicinity of Blue Hill Avenue and Dudley Street. Estimated public investment: $3,000,000.
Campbell and Burke Schools :	Expanded sites for secondary school and community recreation purposes including the present land at the Ceylon Street Playground, could be provided on a total of about 10½ acres next to or near the present Patrick T. Campbell Junior High School and the Jeremiah E. Burke Girls High School located on Lawrence Avenue and Washington Street and built in 1937 and 1934, respectively, whose capacity and condition are sufficient, with the addition of the new Dudley-Blue Hill intermediate school referred to above, to meet future needs for regular school facilities within the North Dorchester Area. Estimated public investment: $200,000.
Horace Mann and Girls' High School :	Expanded sites for special school and community recreation purposes could be provided on a total of about 2 acres of land next to or near the present Horace Mann School and the Girl's High

Horace Mann and Girls' High School (continued)	School located on Kearsarge and Greenville Streets and built in 1929 and 1870, respectively, whose condition and capacity are sufficient to meet future requirements for the special uses to which these schools are presently put. Estimated public investment: $150,000.
Boston School of Business Education :	The old Boston Clerical School, situated on less than 1 acre of land along Warren Street, built in 1891, and presently providing some classroom space for younger children in order to relieve overcrowding in elementary schools in the area, should be abandoned and its functions transferred to a better facility in some other location.
Community Recreation Centers :	The construction of a new intermediate school in the vicinity of Dudley Street and Blue Hill Avenue, and the expansion of the site of the Burke High School could provide an opportunity to establish major indoor community recreation centers and extensive outdoor play facilities for both school and community use at both locations. Estimated public investment: $1,000,000.
Washington Park Boulevard :	The so-called Washington Park Boulevard, now under construction west of Warren Street, designed to provide improved east-west circulation as well as major new "entryway" for the Roxbury community and a spine for the development of new housing and community facilities, should be extended, and such an extension could quite possibly be made from the present intersection of the Boulevard with Warren Street between Maywood and Savin Streets to Columbia Road in the vicinity of Quincy Street. Estimated public investment: $850,000.

Major Streets :	Improved handling of major traffic flows on Warren and Dudley and Hampden Streets and Harrison Avenue could be assured by carefully-selected widenings. Blue Hill Avenue might be improved, largely through rehabilitation and the provision of new community facilities as a major "heartland" street providing an accessible and attractive meeting place for residents of the community. Estimated public investment: $1,250,000.
Other Streets and Utilities :	Any comprehensive plan for neighborhood improvement could provide a unique opportunity to correct deficiencies in the condition and alignment of minor collector and residential service streets and sidewalks, street lighting, landscaping, and public utilities. Estimated public investment: $7,000,000.
Fire Stations :	The construction of two new fire stations (1) at the intersection of Dudley Street and Harrison Avenue, and (2) at the intersection of Blue Hill Avenue and the Washington Park Boulevard should be considered for inclusion in any comprehensive plan for neighborhood improvement. Estimated public investment: $700,000.
New Parks and Open Spaces :	Extension of the Washington Park Boulevard to Columbia Road could provide an opportunity to create a landscaped park-way in the heart of North Dorchester tied as a system, by the landscaping of minor arterial, collector, and residential service streets to strips of parkland along the northeast industrial edges of the community, and to carefully distributed playfields, playgrounds, small-scale recreation areas and other open spaces. Estimated public investment: $600,000

Historic Preservation :	A comprehensive program for urban renewal action in North Dorchester could provide an opportunity to guarantee the preservation of both the General Joseph Warren House and the unusually significant Shirley-Eustis House where, in the words of the Boston National Historic Sites Commission, "positive measures to rehabilitate the house must be taken without fail... [immediately] to prevent it from falling into an oblivion from which there can be no recovery".
Dwelling Rehabilitation:	A comprehensive program of neighborhood improvement through urban renewal action--and only such a program-- could open an unparalleled opportunity for the rehabilitation of some 7,500 existing dwelling units in the North Dorchester Area. Estimated public investment: $18,500,000.
New Housing :	A number of sites of different sizes, shapes, and locations totaling some 70 acres of land, now vacant, tax-title, or occupied by blighted and deteriorated buildings could provide an opportunity for the construction of some 1,400 new units of low-or moderate-rental housing. Estimated total investment: $17,500,000.
Shopping Facilities :	Several acres of land for new local convenience shopping facilities could be developed, together with the new intermediate school, near the intersection of Dudley Street and Blue Hill Avenue, while existing retail facilities along both streets and in Grove Hall might be rehabilitated and improved where repair and modernization work appears to be economically feasible. Estimated private investment: $200,000.

HIGHLAND PARK

ALSO OFFERS CLEAR OPPORTUNITIES FOR NEIGHBORHOOD IMPROVEMENT

This area of Roxbury represents a much smaller area than Washington Park. In recent years, this area has suffered from rapidly increasing deterioration and consequently offers proportionately fewer opportunities for dwelling rehabilitation. Notwithstanding this fact, however, the basic pattern of improvement activities would again be very much the same as in the Washington Park section of the GNRP Area.

Major opportunities for neighborhood improvement include:

Dudley and Dillaway Schools	:	A new 700-pupil elementary school and playground, for Kindergarten through Grade 5, could be provided to replace the present Dillaway and Dudley Schools, located on Kenilworth and Putnam Streets and built in 1882 and 1874 respectively, and might best be constructed on about 4½ acres of land in the vicinity of Highland, Lambert, and Millmont Streets. Estimated public investment: $1,500,000.
Abby May School	:	A new 550-pupil elementary school, for Kindergarten through Grade 5, could be provided to replace the present Abby W. May School located on Thornton Street and built in 1893, and might best be constructed on about 1 acre of land adjoining an improved Connolly Playground north of Academy Homes. Estimated public investment: $1,250,000.
Hale School	:	An expanded site for school and community play purposes could be provided on about 1 acre of land next to or near the present Nathan Hale School located on Cedar Street and built in 1909, whose capacity and condition are sufficient to meet anticipated enrollments in the area. Estimated public investment: $50,000.

Timilty School :	A major expansion of this present 800-pupil junior high school building and site along Roxbury Street, developed originally in 1937, could be provided for on about 10 acres of land to accommodate a predicted future enrollment of over 1,200 pupils in Grades 6 through 8, thus serving intermediate school and playfield needs in the Highland Park Area. Estimated public investment: $1,250,000.
Washington Park Boulevard :	The so-called Washington Park Boulevard now under construction east of Washington Street, designed to provide improved east-west circulation as well as a major new "front door" for the Roxbury community and a spine for the development of new housing and community facilities, should be extended westerly from the vicinity of Washington and Kingsbury Streets to Jackson Square. Estimated public investment: $300,000.
Major Streets :	Urban renewal action in the vicinity of Roxbury Street and Dudley Square could offer an opportunity (1) to construct a new connection bypassing Guild Row between Shawmut Avenue and Washington Street, and (2) to construct a new Roxbury Street designed, together with the cutting-off of Centre Street at Jackson Square, to take through traffic out of John Eliot Square, and to relocate this important cross-town artery below the Meeting House Hill escarpment, between Roxbury Crossing and Dudley Square. Estimated public investment: $750,000.
Other Streets and Utilities:	Any comprehensive plan for neighborhood improvement could provide a special opportunity to correct defects in the condition and alignment of minor collector and residential service streets and sidewalks, street lighting, landscaping, and public utilities. Estimated public investment: $2,000,000.

New Parks and Open Spaces :	Extension of the Washington Park Boulevard to Jackson Square along the southerly toe of the Highland Park slope could provide the opportunity to create some 5 acres of new park area, tied by the landscaping of appropriate minor collector and residential service streets to an expanded, remodeled Highland Park and to renovated open spaces at Kittredge Park, Linwood Park, and Cedar Square. Estimated public investment: $275,000.
Historic Preservation :	An expanded Timilty School and recreation area, together with the proposed relocation of Roxbury Street, could provide an opportunity to create a campus environment for the integrated development of John Eliot Square, the First Church, Norfolk House and a new Dillaway School, all buttressed by new housing and open space, and by the preservation of other houses and sites of historic significance and architectural merit which now exist in rather great abundance throughout this area. Estimated public investment: $150,000.
Dwelling Rehabilitation:	A comprehensive program of neighborhood improvement through urban renewal action--and only such a program--could open an unparalleled opportunity for the rehabilitation of some 1,000 existing dwelling units in the Highland Park Area. Estimated private investment: $2,500,000.
New Housing :	A number of sites of different sizes, shapes, and locations totaling some 35 acres of land, now vacant, tax-title, or occupied by blighted and deteriorated buildings, could provide an opportunity for the construction of some 700 units of new low-and moderate-rental housing. Estimated private investment: $8,750,000.

LOWER ROXBURY
OFFERS SIGNIFICANT OPPORTUNITIES FOR COMMUNITY DEVELOPMENT

This area is vastly different in most respects from the Washington Park, North Dorchester, and Highland Park sections of the GNRP Area.

Lower Roxbury today is largely an industrial and commercial district. What were once residential sections of the area, around Madison Park are now gone, the abandonment and demolition of buildings around the Park have left the area largely vacant, most of the scattered dwellings that remain are seriously deteriorated, and few could be economically rehabilitated. Years of vigorous building code enforcement, together with the threat of Inner Belt Highway construction, have reduced this area to a virtual wasteland.

The existing potential of this area for development has been arrested, its buildings have been removed under the police powers of the City without the legal necessity of compensation to their owners, its residents have been displaced with little or no assistance, the streets of the area are littered with broken glass, sidewalks and cellar holes are overgrown with weeds, private property has been encumbered with liens due to arrears in tax payments and demolition costs, a large number of "tax-title" properties have been foreclosed, obsolete public and semi-public buildings have been left standing and isolated as the people they once served have gradually slipped away, and buying power in the trade areas of once-vigorous commercial centers like Dudley Terminal has been subject to slow and costly erosion.

The haphazard pattern which has resulted from the boarding-up of abandoned buildings and derelict structures and the demolition of those unfit for further occupancy, often along party walls leaving unsightly, unbuildable gaps attractive only for the dumping of refuse and abandoned automobiles, has not set the stage for the kind of public or private investment needed to revitalize the community.

For these reasons, a great many acres of land in Lower Roxbury are readily available for a variety of new uses.

Immediate opportunities for community development include:

Madison Park Special Development District : Construction of the proposed Inner Belt Highway through largely vacant, blighted land between the present terminus of the Central Artery at Massachusetts Avenue and Roxbury Crossing should create in this area one of the most significant opportunities which remain in Boston for planned development on a large scale.

The construction of a new expressway system by the Massachusetts Department of Public Works (MDPW) along the fringes of the area, and the possible relocation by the Massachusetts Bay Transportation Authority (MBTA) of the present Washington Street rapid transit line and station from Dudley Terminal to the mainline tracks of the New Haven Railroad, would provide unequalled accessibility to and from this area of nearly 70 acres bounded by the Inner Belt Highway, Meeting House Hill and John Eliot Square, and the Dudley Terminal Business Area. Whatever developments are planned and built in this area will be not only accessible from all parts of the metropolitan region, but highly visible to the large volumes of traffic which will flow each day along its perimeters.

It is neither possible nor desirable without further study to commit this area for the future to any one or a combination of conventional land uses.

Whatever specific use or uses are eventually selected for development in this area should be of a type and scale which take full advantage of the area's particular situational characteristics of regional location, good visibility, high accessibility, gently sloping topography, large size, and regular shape. Moreover, any development in this area should be such as to help to reinforce strongly the up-grading and improvement of nearby neighborhoods both in Roxbury and the South End.

Madison Park Special Development District (continued)	In contemplating large-scale development in this area of Lower Roxbury, several prospective uses of regional and local importance should be considered. These include (1) the proposed Campus High School, (2) the proposed vocational high school, including a replacement for the present Boston School of Business Education, (3) a permanent home for the Boston branch of the University of Massachusetts, (4) the proposed State University Medical School, (5) a planned industrial park, (6) the proposed 1975 World's Fair, or (7) some combination of these. Estimated total investment: $30,000,000.
Dudley Terminal Special Planning District :	Over the years, changing population patterns, modes of transportation, transit routes, consumer shopping habits, and decaying neighborhoods within and around their original trade areas have had a marked effect on the operation of businesses clustered around the Dudley elevated transit station and bus terminal. Possible relocation of the present transit line and terminal by the MBTA would further effect the future of this area. The proposed program for extending urban renewal action into those areas of the Roxbury-North Dorchester GNRP Area outside of Washington Park provides an unparalleled opportunity for those property owners and merchants who have a stake in the future of this area to enter into a joint planning venture with the Authority and related public agencies. Such a collaborative effort could produce a framework for whatever action is required to enable firms and individuals in the district to meet more effectively the future shopping needs of a community in transition. Estimated total investment: $7,500,000.
Industrial Development :	East of the Dudley Terminal business area, a number of sites of different sizes and shapes

Industrial Development (continued)	totaling some 20 acres of land, now vacant, tax-title, or occupied by blighted and deteriorated buildings could provide an opportunity for a sizeable investment in new, expanded or relocated industrial space, heavy commercial business space, and possibly even research and development or modern office space. Estimated private investment: $5,000,000.
Eustis Playfield :	Construction of a new intermediate school, a community recreation center, and extensive outdoor play facilities in the vicinity of Dudley Street and Blue Hill Avenue in the North Dorchester Area could provide an opportunity for the eventual abandonment of the Eustis Playfield for recreation purposes, the transfer of activities from this facility to those developed near Dudley Street and Blue Hill Avenue, and the conversion of the present 7½-acre playfield site to planned industrial use. Estimated private investment: $2,500,000.
Inner Belt Highway :	The proposed program for community development in Lower Roxbury offers a special opportunity (1) to establish both an alignment and a design for the badly-needed Inner Belt Highway which not only best serve the present and future transportation needs of the metropolitan area and of Roxbury itself, but which intrude the least on legitimate local land use requirements and development opportunities in Lower Roxbury, and then (2) to reserve the some 80 acres of land which will undoubtedly be required for the proposed right-of-way, for inevitable highway construction as far as Jackson Square. Estimated public investment: $30,000,000.

THE SCOPE OF URBAN RENEWAL ACTIVITIES IS OUTLINED IN THE PLAN

The General Neighborhood Renewal Plan for the Roxbury-North Dorchester Area, which follows, outlines:

(1) Proposed land uses.

(2) Population densities, and building requirements.

(3) The approximate location and general character of proposed schools, parks, play areas, and other community facilities.

(4) The approximate location and general character of proposed major highway, street, and utility improvements.

(5) Areas in which the contemplated urban renewal treatment is clearance and redevelopment.

(6) Prospective requirements for dwelling rehabilitation.

(7) The location of proposed project areas.

(8) The contemplated scheduling of urban renewal action.

(9) Estimates of Federal grant and local grant-in-aid requirements.

(10) Estimates of relocation requirements and rehousing resources.

DESCRIPTION OF PERIMETER BOUNDARY CODE NO. GN-201(a)

The Roxbury-North Dorchester General Neighborhood Renewal Plan (GNRP) Area is that certain tract of land situated in the Roxbury district, City of Boston, County of Suffolk, Commonwealth of Massachusetts, which is bounded generally and described as follows:

Beginning at a point which is the northwesterly corner of the tract herein described, said point being the intersection of the westerly line of the right-of-way or land of the New York, New Haven and Hartford Railroad, and Walpole Street;

Northerly by Walpole Street, Tremont Street, Cunard Street, Windsor Street, Shawmut Avenue, Ball Street, Washington Street, Thorndike Street, Harrison Avenue, Fellows Street, East Lenox Street, Northampton Street, and Albany Street;

Northeasterly by Massachusetts Avenue;

Southeasterly by Columbia Road;

Southerly by Blue Hill Avenue, Seaver Street, and Columbus Avenue; and,

Westerly by the right-of-way or land of the New York, New Haven, and Hartford Railroad, to the point and place of beginning.

A key map which shows the general location and boundaries of the Roxbury-North Dorchester General Neighborhood Renewal Plan Area, Project No. Mass. R-50 (GN), is attached herewith.

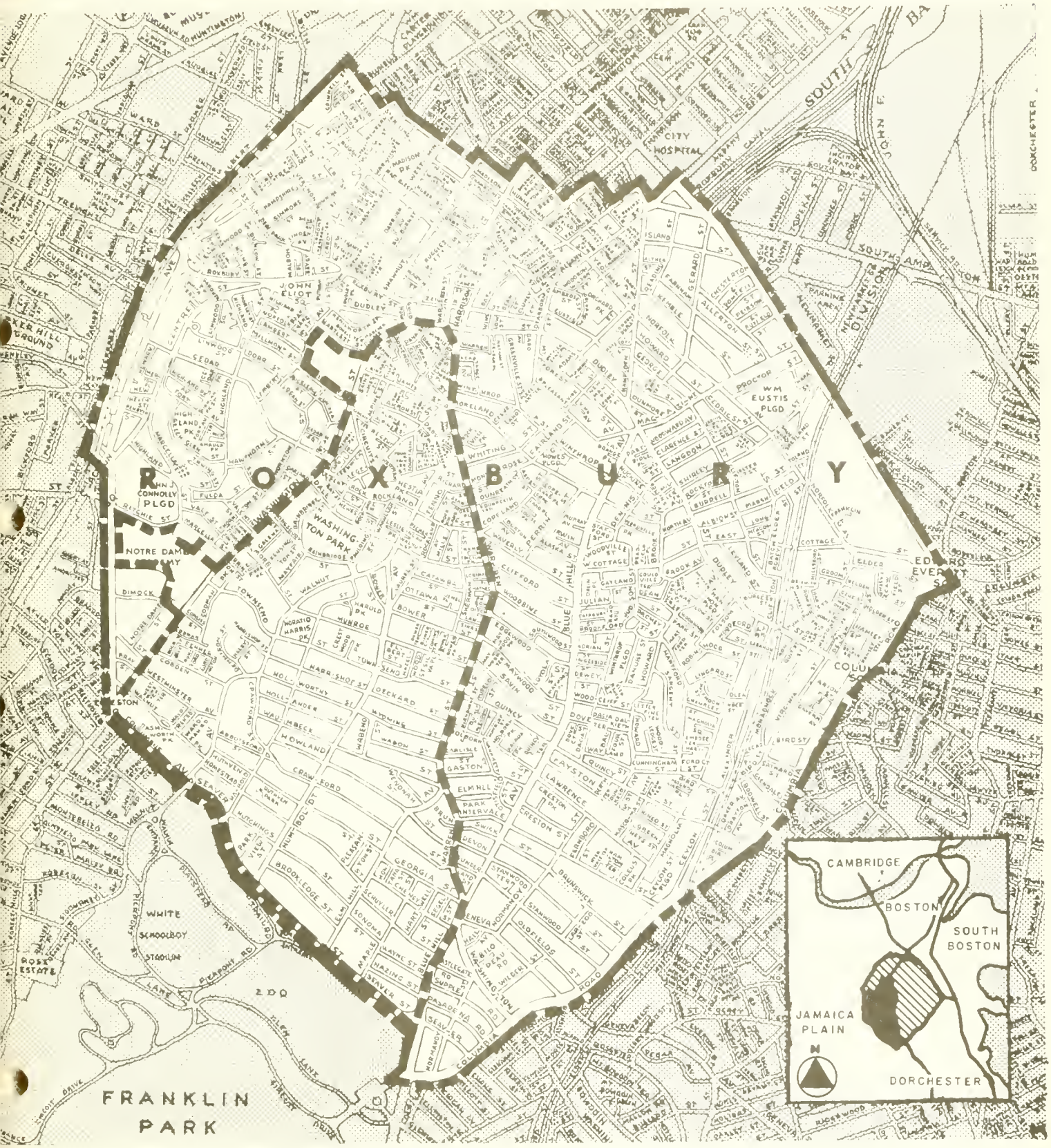
The key map also shows the general location and boundaries of the Washington Park Urban Renewal Area, Project No. Mass.

R-24 (L-G). This Title I project, comprising nearly 30 percent of the entire GNRP Area, is now in execution, and is included as the "first project" within the GNRP Area.

A description of the perimeter boundary of the Washington Park Urban Renewal Area is included in the approved Urban Renewal Plan for that project area which is attached herewith as Exhibit A.

ROXBURY-NORTH DORCHESTER GNRP* AREA & WASHINGTON PARK URBAN RENEWAL AREA

	BOUNDARY	ACREAGE	1960 POPULATION	FAMILIES	STAGE
GNRP AREA		1,700	82,247	23,000	GENERAL PLANNING
RENEWAL AREA		502	25,922	6,467	PROJECT EXECUTION



*GENERAL NEIGHBORHOOD RENEWAL PLAN

BOSTON REDEVELOPMENT AUTHORITY

0 1/4 1/2 3/4 1 MILES

LAND USE PLAN

CODE NO. GN-201(b)

The proposed land use plan for those sections of the Roxbury-North Dorchester GNRP Area, outside of Washington Park, reflects the specific program objectives and proposals for neighborhood improvement and community development outlined in the "Proposed Program for Extending Urban Renewal Action in the...Area", which is attached herewith by way of introduction to the General Neighborhood Renewal Plan.

A proposed land use plan for the Washington Park Urban Renewal Area, together with a statement of specific project planning and design objectives, is incorporated as an integral part of the approved Urban Renewal Plan for that project area which is attached herewith as Exhibit A.

Map 3 : Proposed Land Uses, is attached herewith as Exhibit K.

The proposed land use plan, together with the community facilities plan which follows as Code No. GN-201(c), is based upon the GNRP Area surveys, and the general planning and urban renewal studies previously outlined in the "Proposed Program for Extending Urban Renewal Action in the Roxbury-North Dorchester Area".

Study reports, copies of which are attached herewith as Exhibits B through H, include (1) the "1965/1975 General Plan...", (2) the "Capital Improvements Program 1963/1975", (3) the so-called "Rapkin Report" on the economic feasibility of dwelling rehabilitation, (4) the "Larry Smith Report" on the utilization and marketability of non-residential land, (5) the "Sargent Report" on school housing needs, (6) the "Wilbur Smith Report" on traffic and circulation requirements, and (7) the "Maguire Report" on the condition and sufficiency of streets and utilities.

SUMMARY OF PROPOSED LAND USE PLAN

Land Use in Acres	Lower Roxbury Special*	Lower Roxbury Other	Highland Park	North Dorchester	Uphams Corner	Total GNRP Less R-24**
Total						
Existing	80.6	245.7	168.4	657.6	130.7	1283.0
Acquire	-64.6	-135.7	- 67.0	-167.9	---	- 435.2
Rehab	=(+13.2	=(+ 94.4	=(+ 85.7	=(+470.7	=(+125.1	=(+ 789.1
Improve	(+ 2.0	(+ 15.6	(+ 15.7	(+ 19.0	(+ 5.6	(+ 58.7
Develop	+64.6	+135.7	+ 67.0	+167.9	+ --	+ 435.2
Proposed	=80.6	=245.7	=168.4	=657.6	=130.7	=1283.0
Change	( ) 0.0	( ) 0.0	( ) 0.0	( ) 0.0	( ) 0.0	( ) 0.0
Total Improved						
Existing	60.2	207.7	137.0	602.2	125.1	1132.2
Acquire	-47.0	-113.3	- 51.3	-131.5	---	- 343.1
Rehab	=13.2	= 94.4	= 85.7	=470.7	=125.1	= 789.1
Improve	+ 2.0	+ 15.6	+ 15.7	+ 19.0	+ 5.6	+ 58.7
Develop	+64.6	+135.7	+ 67.0	+167.9	+ --	+ 435.2
Proposed	=80.6	=245.7	168.4	=657.6	=130.7	=1283.0
Change	(+)20.4	(+) 38.0	(+) 31.4	(+) 55.4	(+) 5.6	(+) 150.8
Residential						
Existing	16.1	28.7	64.2	345.4	47.5	501.9
Acquire	-13.7	- 21.8	- 30.5	- 72.0	---	- 138.0
Rehab	= 2.4	= 6.9	= 33.7	=273.4	47.5	= 363.9
Improve	---	+ 3.8	+ 10.2	+ 17.4	4.0	+ 35.4
Develop	---	+ 8.7	+ 35.0	+ 68.2	---	+ 112.7
Proposed	= 2.4	= 19.4	= 79.7	=359.0	51.5	= 512.0
Change	(-)13.7	(-) 9.3	(+) 15.5	(+) 13.6	(+) 4.0	(+) 10.1

(table continued on next page...)

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Land Use in Acres	Lower Roxbury		Highland Park	North Dorchester	Uphams Corner	Total GNRP Less R-24**
	Special*	Other				
Commercial						
Existing	10.7	17.9	9.0	33.1	4.3	75.3
Acquire	- 4.4	- 14.7	- 7.2	- 13.9	---	- 40.2
Rehab	= 6.3	= 3.2	= 2.1	= 19.2	4.3	= 35.1
Improve	+ 2.0	+ 2.6	5.5	+ 0.8	1.4	+ 13.1
Develop	---	+ 1.0	---	+ 2.3	---	+ 3.3
Proposed	= 9.1	6.8	7.6	22.3	5.7	= 51.5
Change	(-) 1.6	(-) 11.1	(-) 1.7	(-) 10.8	(+) 1.4	(-) 23.8
Industrial						
Existing	12.0	72.7	5.3	26.8	35.3	150.1
Acquire	-10.1	- 30.7	- 2.3	- 17.2	---	- 60.3
Rehab	= 1.9	= 42.0	= 1.0	= 9.6	35.3	= 89.8
Improve	+ ---	+ 9.2	+ ---	+ 0.8	+ 0.2	+ 10.2
Develop	+ ---	+ 51.6	+ 5.3	+ 14.1	---	+ 71.0
Proposed	= 1.9	102.8	= 6.3	24.5	35.5	= 171.0
Change	(-)10.1	(+) 30.1	(+) 3.0	(-) 2.3	(+) 0.2	(+) 20.9
Public and Institutional						
Existing	8.3	16.3	27.0	47.5	3.7	102.8
Acquire	- 5.7	- 13.9	- 5.8	- 10.3	---	- 35.7
Rehab	= 2.6	= 2.4	= 21.2	= 37.2	= 3.7	= 67.1
Improve	---	---	---	---	---	---
Develop	---	5.2	+ 18.1	+ 66.3	---	+ 89.6
Proposed	2.6	7.6	= 39.3	=103.5	= 3.7	= 156.7
Change	(-) 5.7	(-) 8.7	(+) 12.3	(+) 56.0	( ) 0.0	(+) 53.9

(table continued on next page...)

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Land Use in Acres	Lower Roxbury		Highland Park	North Dorchester	Uphams Corner	Total GNRP Less R-24**
	Special	Other				
Streets and Highways						
Existing	13.0	72.2	33.2	149.4	34.3	302.1
Acquire	-13.0	- 32.3	- 5.5	- 18.1	---	- 68.9
Rehab	---	= 39.9	= 27.7	=131.3	= 34.3	= 233.2
Improve	---	---	---	---	---	---
Develop	---	+ 69.2	+ 7.0	+ 17.0	---	+ 94.0
Proposed	---	=109.1	= 35.5	148.3	= 34.3	= 327.2
Change	(-)13.0	(+) 36.9	(+) 2.3	(-) 1.1	( ) 0.0	(+) 25.1
Unimproved or Vacant						
Existing	20.5	37.9	31.4	55.4	5.6	150.8
Acquire	-17.7	- 22.3	- 15.7	- 36.4	---	- 92.1
Rehab	---	---	---	---	---	---
Improve	- 2.8	- 15.6	- 15.7	- 19.0	- 5.6	- 58.7
Develop	---	---	---	---	---	---
Proposed	---	---	---	---	---	---
Change	( ) 0.0	( ) 0.0	( ) 0.0	( ) 0.0	( ) 0.0	( ) 0.0
Special						
Existing	80.6	---	---	---	---	80.6
Acquire	-64.6	---	---	---	---	- 64.6
Rehab	=(+13.2	---	---	---	---	=(+ 13.2
Improve	(+ 2.8	---	---	---	---	(+ 2.8
Develop	+64.6	---	---	---	---	+ 64.6
Proposed	=80.6	---	---	---	---	= 80.6
Special (1)*	61.5	---	---	---	---	61.5
Special (2)*	19.1	---	---	---	---	19.1
Change	( ) 0.0	---	---	---	---	( ) 0.0

* Figures shown are for either (1) the Madison Park Special Development District, or (2) the Dudley Terminal Special Planning District

** Figures shown are for the Roxbury-North Dorchester GNRP Area, excluding the Washington Park Urban Renewal Project Area.

PROPOSED LAND USE TRANSITION

In general, the land use changes shown in the table suggest an increase in the number of acres proposed for special development and planning purposes, new and expanded community facilities, more attractive residential areas, improved industrial sites, and better roads. Conversely, they indicate a decrease in the amount of land proposed to be devoted to commercial use, and in land to be left unimproved or vacant.

LAND USE PROPOSALS FOR RESIDENTIAL AREAS

The proposed land use plan for the Roxbury-North Dorchester GNRP Area, outside of Washington Park, reflects all of the specific proposals previously referred to in the "GNRP Program" which are designed to strengthen the residential character of the area.

Existing Residential Land Use

There are now 502 acres of land devoted to housing and residential use in the Roxbury-North Dorchester GNRP Area outside of Washington Park. In 1960, residential land in the GNRP Area contained 16,700 dwelling units. Some 3,000 of these units, however, were abandoned between 1960 and 1964. This reduction in the standing stock of housing in the area is closely associated with the area's marked population decline. Both factors have operated to increase the supply of vacant land throughout the GNRP Area.

Projected Stabilization in Population Numbers and the Demand for Residential Land

The proposed land use plan assumes a further reduction in population numbers, and thus in the demand for residential land, at least until 1970, when it is expected that the full impact of remedial urban renewal action would result in a marked degree of stabilization in such numbers.

Preservation of Residential Areas

This continued downward trend in numbers, the real need during the next five years to eliminate an additional 4,000 largely-

substandard dwelling units which cannot economically be rehabilitated, and acceptance of the resultant reduction in population "holding capacity", permit the development of a land use plan which reflects a net decrease of about 25 acres in land actually devoted to use for dwelling purposes without at the same time detracting from the essentially residential character of the GNRP Area, at least outside of Lower Roxbury.

Clearance of Substandard Housing in Blighted Residential Areas

Many of the 4,000 dwelling units proposed for clearance are located in Lower Roxbury. Most of the 4,000 units are located in structures which have been found to be deteriorated and substandard. And virtually all of these units are located in predominantly blighted, deteriorated or deteriorating sections of the GNRP Area.

Reuse of Blighted Residential Areas

Land made available through the clearance of substandard dwelling units and deteriorated structures could provide, in part, for:

(1) The development of urgently-needed sites for new and improved community facilities such as schools and play areas in Highland Park and North Dorchester.

(2) The development of new and expanded industrial sites in Lower Roxbury.

(3) The development of the Madison Park Area in Lower Roxbury for one or more new land uses, of both regional and local, economic, educational or cultural significance, including a possible site for the proposed Campus High School referred to previously.

(4) The reservation of some 80 acres of land for right-of-way acquisition and construction of the proposed Inner Belt Highway by the Massachusetts Department of Public Works, and for other street improvements.

About 138 acres of land would be acquired in accordance with the proposed land use plan for these purposes, principally in Lower Roxbury.

New Housing Construction

The elimination of small enclaves of blight and the demolition of seriously deteriorated structures in other parts of the GNRP Area appropriate for residential reuse but presently occupied for non-residential as well as residential purposes, could provide, conversely, for some 113 acres of cleared land for new housing construction.

At suitable densities, averaging 20-25 families per net acre, this land, located largely in Highland Park and North Dorchester, would provide for the development of some 2,250 units for low-and moderate-income families.

For the most part, it is to be expected that such housing would be built with private non-profit, limited dividend, or cooperative sponsorship under the terms of Section 221(d)(3) of the National Housing Act. The total, however, could include a substantial number of units for the elderly as well as some units of low-rent public housing provided such units can be built of attractive design on scattered sites by the Boston Housing Authority.

New housing construction would off-set much of the projected loss in existing housing, with the net loss thus being limited to some 1,775 units. The major portion of this loss would occur, of course, in those sections of Lower Roxbury and Madison Park proposed for the construction of the Inner Belt Highway, or for special development purposes.

Dwelling Rehabilitation

In the 364 acres of presently residential land to be retained where existing conditions do not now indicate the need for planned acquisition and clearance nearly 10,000 existing dwelling units in more than 4,250 structures would be improved in accordance with the prospective requirements for the rehabilitation of individual properties outlined in Code No. GN-201(e) which follows.

An additional 35 acres of land now vacant could be improved for use as garden plots, small parks and open spaces, off-street parking areas, and related uses designed to support and enhance the residential character of these areas.

Proposed Residential Land Use

At such time as the proposed clearance, development, rehabilitation, and improvement of housing units and residential land in the Roxbury-North Dorchester GNRP Area, outside of Washington Park, is complete, 512 acres would be devoted to residential use.

LAND USE PROPOSALS FOR COMMERCIAL AREAS

The proposed land use plan for the Roxbury GNRP Area, outside of Washington Park, reflects a number of proposals previously referred to specifically in the "GNRP Program" which are intended essentially to provide for the re-vitalization of the area's shopping facilities.

Existing Commercial Land Use

There are now about 75 acres of land devoted to commercial use in the GNRP Area outside of Washington Park. Much of this land is either in low-intensity general commercial use or in local retail use frequently operated on a subsistence or marginal income basis.

Declining population numbers, a transition to lower income groups, shifts in merchandising methods, and physical determination, have left the area with a framework of stagnating retail facilities. Vacancies and turnover are high and many store buildings are unsuitable for contemporary occupancy. A very large number are old and functionally obsolete. Traffic congestion and inadequate parking and loading are a problem at many commercial locations within the area.

Clearance of Substandard Commercial Buildings

Several hundred businesses would be displaced over time through the clearance of some 35 acres of land containing substandard commercial buildings. The clearance of "excess" commercial space, however, would produce a better balance between supply and demand.

Even without urban renewal action, many businesses might be expected to close or liquidate for one reason or another. A great number of such liquidations could ordinarily be expected to result from (1) the relative decline of buying power in shrinking trade areas,

(2) the decreasing ability of local neighborhood "walk-in" stores to attract customers or to meet their rising expectations with respect to the range and variety of merchandise, and (3) the establishment of new, major community shopping centers in and around the GNRP Area.

New Shopping Center Construction

A prime example of new shopping center development is the 7½-acre community center which is needed and proposed for early construction in the Washington Park Project Area at the intersection of a widened Warren Street and the proposed Washington Park Boulevard.

This location will place the new center in a position of both great visibility and accessibility, literally at the geographic center of a trade area whose periphery closely coincides with the boundaries of the GNRP Area itself.

In order to insure, however, that existing stores proposed for retention in sections of the GNRP Area outside of Washington Park will not be forced out of business by the construction of new shopping facilities, only limited opportunities for new retail development will be provided in these particular sections, and such opportunities will be made available primarily to meet the needs of displaced businesses.

The proposed land use plan provides for less than 10 acres of land to be made available for the construction of new shopping facilities outside of Washington Park.

Commercial Rehabilitation

In the 40 acres of presently commercial land to be retained where existing conditions do not now indicate the need for planned acquisition and clearance, existing shopping facilities and commercial floor space would be improved in accordance with the prospective requirements for the rehabilitation of individual properties outlined in Code No. GN-201(e) which follows.

Major shopping areas along Dudley Street and Blue Hill Avenue, and in Grove Hall, specifically, could be improved (1) through building rehabilitation, (2) through the selective clearance of buildings whose use is incompatible with the development of im-

proved shopping areas or whose owners cannot or will not rehabilitate to the standards for commercial dwellings set forth in any approved urban renewal plan which eventually includes those areas, (3) through the provision of additional, more accessible and attractive off-street parking areas, and (4) through the improvement of street widths, pavements, sidewalks, lighting and landscaping.

Dudley Terminal "Special" Planning District

Although previously referred to in the "GNRP Program", it is appropriate to point out again here that over the years, changing population patterns, modes of transportation, transit routes, consumer shopping habits, and decaying neighborhoods within and around their original trade areas have had a marked effect on the operation of businesses clustered around the Dudley elevated transit station and bus terminal. Possible relocation of the present transit line and terminal by the MBTA would further effect the future of this area.

The proposed program for extending urban renewal action into those areas of the Roxbury-North Dorchester GNRP Area outside of Washington Park provides an unparalleled opportunity for those property owners and merchants who have a stake in the future of this area to enter into a joint planning venture with the Authority and related public agencies. Such a collaborative effort could produce a framework of final surveys and plans for whatever action is required to enable firms and individuals in the district to meet more effectively the future shopping needs of a community in transition.

Proposed Commercial Land Use

At such time as the proposed clearance, development, rehabilitation, and improvement of shopping facilities and commercial land in the Roxbury-North Dorchester GNRP Area, outside of Washington Park, is complete, some 42 acres would be devoted to commercial use exclusive of land in and around what has been referred to as the Dudley Terminal "Special" Planning District.

LAND USE PROPOSALS FOR INDUSTRIAL AREAS

The proposed land use plan for the Roxbury GNRP Area, outside of Washington Park, reflects certain proposals previously referred to specifically in the "GNRP Program" which are designed to provide additional land for industry.

Existing Industrial Land Use

There are now about 150 acres of land devoted to industrial use in the GNRP Area outside of Washington Park. Much of this land is in low-intensity general industrial use such as warehousing and storage, is underimproved, or is occupied by obsolete or obsolescent multi-story industrial plants characterized by excessive land coverage and inadequate off-street parking and loading areas. A great deal of this land is located in Lower Roxbury, although industrial uses are also scattered throughout the remaining sections of the GNRP Area.

Industrial Renewal

Some 60 acres of land, largely in Lower Roxbury, now used for industrial purposes would be acquired in accordance with the proposed land use plan.

Major acquisition areas would be located (1) in the proposed right-of-way for the Inner Belt Highway, (2) in the neighborhoods of Highland Park and North Dorchester where the retention of scattered, deteriorated industrial buildings and uses which have a depressing effect on their surroundings would be totally inconsistent with the basic aim of strengthening where possible the residential character of these areas, and (3) in that portion of Lower Roxbury around Madison Park, west of Shawmut Avenue and north of Roxbury Street.

Three major proposals for possible industrial development in the Lower Roxbury area, previously referred to in the "GNRP Program" should be noted again. These include (1) the conversion of the 7½ acre Eustis Playfield, together with surrounding parcels, to planned industrial use, (2) the development of some 20 acres of additional land east of Dudley Terminal, now vacant, tax-title, or occupied by blighted and deteriorated buildings for new, expanded, or relocated industrial space, and possibly, where the

land overlooks the right-of-way of the proposed Inner Belt Highway, for research and development or modern office space, and (3) the allocation of the proposed Madison Park "Special" Development District, in whole or in part, for planned industrial purposes.

Madison Park "Special" Development District

Construction of the proposed Inner Belt Highway through largely vacant, blighted land between the present terminus of the Central Artery at Massachusetts Avenue and Roxbury Crossing should create in this 70-acre area one of the most significant opportunities which remain in Boston for large-scale development.

Although a number of special purpose uses should be considered for this area, carefully-planned industrial development could take full advantage of the area's particular situational characteristics of regional location, good visibility, high accessiblity, gently sloping topography, large size, and regular shape.

The construction of a new expressway system by the Massachusetts Department of Public Works (MDPW) along the fringes of the area, and the possible relocation by the Massachusetts Bay Transportation Authority (MBTA) of the present Washington Street rapid transit line and station from Dudley Terminal to the mainline tracks of the New Haven Railroad, would provide unequalled accessibility to and from the area.

A modern industrial park located in the area would be not only accessible from all parts of the metropolitan region, but highly visible to the large volumes of traffic which would flow each day along its perimeters.

Proposed Industrial Land Use

At such time as the proposed clearance, development and rehabilitation of existing and proposed industrial land in the Roxbury-North Dorchester GNRP Area, outside of Washington Park, is complete, some 160 acres would be devoted to industrial use exclusive of land in what has been referred to as the Madison Park "Special" Development District.

PROPOSED POPULATION DENSITIES AND BUILDING REQUIREMENTS

At the present time, population densities in the Roxbury-North Dorchester GNRP Area, outside of Washington Park, range on the average from 85-125 persons per net acre.

In those sections of the GNRP Area proposed for rehabilitation, population densities would not be expected to change appreciably from present levels. As is now the case in Washington Park, such densities would be subject to outside limits established by land use requirements, zoning provisions, and property rehabilitation standards set forth in any final urban renewal plans which might eventually be approved for proposed project areas.

In those sections of the GNRP Area where land is proposed to be acquired for new housing, commercial, and industrial development purposes, plan controls governing land use and such building requirements as maximum lot coverage, minimum setback, maximum building height, maximum floor area ratio, maximum net dwelling unit density, minimum off-street parking and loading ratios, and exterior lighting, sign, and landscaping arrangements would be established and set forth in any final urban renewal plans which might eventually be approved for proposed project areas.

Such land development and dimensional requirements would generally be consistent with standards established in the recently-effective Zoning Ordinance, and in the Boston Building Code which is currently being revised.

In Highland Park and North Dorchester, it is quite probable that land use and building requirements would be similar to those now applicable in Washington Park as part of the approved Urban Renewal Plan for that project area which is attached herewith as Exhibit A.

In the special development and planning districts of Madison Park and Dudley Terminal, building requirements would be appropriate for the types and intensities of the uses proposed.

New housing construction in most instances would result in low-rise developments of duplex, double-duplex, row house and garden apartment structure types so as to obtain moderate-density,

moderate-cost dwellings for families of low-and moderate-income.

Under such conditions, dwelling unit densities in proposed new housing sites would range from 20-25 units per net acre. Population densities in such sites would range from 75-115 persons per net acre.

COMMUNITY FACILITIES PLAN CODE NO. GN-201(c)

As in the case of the proposed land use plan, Code No. GN-201(b), the proposed community facilities plan for those sections of the Roxbury-North Dorchester GNRP Area, outside of Washington Park, reflects the specific program objectives and proposals for neighborhood improvement and community development previously outlined in the "Proposed Program for Extending Urban Renewal Action in the ...Area".

Proposed community facilities for the Washington Park Urban Renewal Area are provided for in the approved Urban Renewal Plan for that project area which is attached herewith as Exhibit A.

Map 4: Existing Community Facilities, is attached herewith as Exhibit L.

Map 5: Proposed Community Facilities, is attached herewith as Exhibit M.

The proposed community facilities plan, like the land use plan, is based upon the GNRP Area surveys, and the general planning and urban renewal studies previously outlined in the "GNRP Program".

Study reports, copies of which are attached herewith as Exhibits B through H, include (1) the "1965/1975 General Plan...", (2) the "Capital Improvements Program 1963/1975", (3) the so-called "Sargent Report" on school housing needs, (4) the "Wilbur Smith Report" on traffic and circulation requirements, and (5) the "Maguire Report" on the condition and sufficiency of streets and utilities.

PLAN FOR SCHOOL FACILITIES

The findings of the "Sargent Report" on Boston Schools indicate that school facilities in the Roxbury-North Dorchester GNRP Area are generally inadequate. Most are of obsolete design, of non-fireproof construction, or are situated on inadequate sites. Many are in poor condition.

Nine out of a total of 24 schools, which either are located in the area or are an integral part of the local community school sub-system, were built prior to 1900, eight more were built before World War I, and none have been built since the beginning of World War II more than 25 years ago.

In general, the community facilities plan for the Roxbury-North Dorchester GNRP Area, outside of Washington Park, proposes:

(1) The construction of seven (7) new elementary schools and playgrounds designed to replace inadequate facilities like the Abby May School built in 1893.

(2) The construction of one (1) new intermediate school and playfield designed to relieve present and future overcrowding at middle grade levels in the North Dorchester Area.

(3) The retention and improvement of 11 existing elementary and secondary schools, including the conversion to intermediate use of the Theodore Roosevelt School which, though actually located in an adjoining section of Jamaica Plain, forms an integral part of any plan to improve Roxbury schools.

(4) The abandonment of 13 obsolete and substandard school buildings such as the Dillaway and Dudley Schools built in 1882 and 1874, respectively.

(5) The possible development of a site for the proposed New English High, or so-called Campus High School, in the Madison Park Special Development District referred to previously.

Specific proposals for the construction of new schools, and for the abandonment, retention and improvement of existing areas are summarized in the following table:

SUMMARY OF SCHOOL FACILITIES PLAN

School	Built	Grades	Capacity	Site Proposal
Abandon				
Bacon	1897	K - 4	310	Special reuse
Brooks	1900	K - 6	510	Residential reuse
Business Education	1891	P. G.	740	Residential reuse
Davis	1870	K - 3	275	Highway reuse
Dickerman	1915	K - 6	430	Residential reuse
Dillaway	1882	K - 6	370	Street widening
Dudley	1874	3 - 6	390	Residential reuse
Fenwick	1912	K - 6	330	Residential reuse
Gray	1877	K - 3	330	Special reuse
Mason	1905	K - 6	430	Industrial reuse
May	1893	K - 3	190	Open space reuse
Palmer	1895	K - 3	190	Highway reuse
Winthrop	1911	K - 6	400	Open space reuse
Improve				
Baker	1906	K - 5	710	Expand
Burke	1934	9 -12	1200	Expand
Campbell	1937	6 - 9	1140	Expand
Dearborn)	1906)	K - 5	750	Expand
Annex)	1921)			
Emerson	1924	K - 5	350	Expand
Girls' High	1870	9 -12	900	Expand
Hale	1909	K - 5	300	Expand
Hawthorne	1906	K - 3	280	Expand
Horace Mann	1929	Special	--	Expand
Roosevelt)	1923)	6 - 9	1200	Expand
Addition)	1941)			
Timilty	1937	6 - 9	1200	Expand

(table continued on next page...)

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School	Built	Grades	Capacity	Site Proposal
Construct				
Brooks	Proposed	K - 5	700	4.5 Acres
Dickerman	Proposed	K - 5	700	4.5 Acres
Dillaway	Proposed	K - 5	700	4.5 Acres
Dudley-Blue Hill	Proposed	6 - 9	1200	12.4 Acres
Fenwick	Proposed	K - 5	550	3.7 Acres
Mason	Proposed	K - 5	350	4.5 Acres
May	Proposed	K - 5	550	5.9 Acres
Winthrop	Proposed	K - 5	550	5.3 Acres

As indicated in the table, 12 of the present total of 17 elementary schools in the Roxbury GNRP Area are proposed for replacement by seven new schools providing modern, consolidated school facilities, better located and better able to meet future school requirements.

The proposals for the abandonment of existing school facilities follow without exception the recommendations of the "Sargent Report". Recommendations with respect to the number, capacity, and proposed location of new schools, however, have been modified to reflect more accurately changes in population numbers and age composition which are now occuring or which are expected to emerge (1) from present population trends in the area, (2) from the impact of highway construction proposals, and (3) from contemplated urban renewal action.

In every case, the proposals for new school construction, and where possible, the proposals for school building improvement, provide for the development of new or expanded playgrounds and playfields with which to meet both school and community recreation requirements on sites directly adjacent to the school buildings.

PLAN FOR RECREATION FACILITIES AND OPEN SPACES

Franklin Park, an 800-acre regional recreation facility maintained

by the Metropolitan District Commission (MDC) is located along the southern boundary of the Roxbury-North Dorchester GNRP Area. It's gardens, zoo, golf course and open playfields are a great asset to the area. Within the GNRP Area itself, however, outside of Washington Park, there is little space devoted to local park and outdoor recreation use and some sections of the area are completely lacking in play facilities located within reasonable walking distances. The few facilities that do exist are in poor condition.

Indoor community recreation facilities are also lacking. Two antiquated municipal buildings serve only portions of the entire GNRP Area.

In general, the community facilities plan for the Roxbury-North Dorchester GNRP Area, outside of Washington Park, proposes:

(1) The extension and improvement of a number of existing major parks and open spaces such as Highland Park.

(2) The construction and improvement of several parkways, linear parks, and city squares such as Kittredge Park, Linwood Park, and Cedar Square.

(3) The construction and improvement of school-community playground and recreation areas as a part of the school building program outlined above.

(4) The construction and improvement of a variety of small-scale open spaces, and passive and active recreation areas such as totlots, garden plots, and formal sitting areas which can be integrated into the local subdivision or re-subdivision pattern.

(5) The construction of three (3) new multi-purpose, indoor-outdoor community recreation centers located in proximity to the proposed new intermediate school, the Roosevelt School, and the Jeremiah E. Burke Girls High School, all three supplementing one already proposed for construction now in Washington Park.

Three existing recreation facilities are proposed for acqui-

sition and conversion to other uses. These include:

(1) The 2.8-acre Madison Park area in Lower Roxbury to be acquired by the Massachusetts Department of Public Works (MDPW) as a part of the right-of-way of the proposed Inner Belt Highway.

(2) The 0.3-acre Whittier Street Playground area in Lower Roxbury to be incorporated into the Madison Park Special Development District referred to previously.

(3) The 7.6-acre Eustis Playground area to be developed for industrial use and replaced by a new community playfield and indoor recreation facility at the intermediate school site proposed to be located in the vicinity of Dudley Street and Blue Hill Avenue.

Specific proposals for the retention, enlargement and improvement of existing playgrounds include the following facilities:

Facility	Acres	Facility	Acres
Ceylon Street	5.5	Baker School	0.9
Connolly	3.4	Dearborn School	3.8
Hannon	1.7	Emerson School	2.0
Howes	1.9	Hale School	1.1
Orchard Park	3.0		

PLAN FOR LIBRARIES AND MUNICIPAL BUILDINGS

The Roxbury-North Dorchester GNRP Area has three existing branch libraries. Two of these are located in municipal buildings.

The municipal building on Columbia Road contains a gymnasium, bathing facilities and the Uphams Corner branch library. This building was built in 1903, is functionally obsolete, and is in poor condition. It was not designed to include a library and is poorly adapted to this particular use.

The municipal building on Dudley Street was constructed in 1913, is of similar design, and is in similar condition. It contains the Mount Pleasant Branch Library.

The Egleston Square branch library is housed in a separate building constructed in 1952. This building is well-situated and well-designed. It is capable of meeting branch library needs in the area for the foreseeable future.

The community facilities plan for the Roxbury GNRP Area proposes the abandonment of the two older municipal buildings located on Dudley Street and on Columbia Road. This, of course, involves the abandonment of the library facilities, for which they now provide space.

The community facilities plan proposes the replacement of the Upham's Corner library with a new branch library building in the shopping district on Dudley Street not far from Columbia Road. It also reflects the land use provisions of the approved Urban Renewal Plan for the Washington Park Area which will permit the relocation of the Mount Pleasant branch library into a new building in the proposed civic center soon to be developed at Dudley Square. The Egleston Square branch library is proposed for retention, and the approved Urban Renewal Plan for the Washington Park Area provides for a fourth branch library facility on Warren Street near Blue Hill Avenue to serve the area around Grove Hall.

Upon abandonment of the municipal buildings on Dudley Street and Columbia Road, it is proposed that their recreation functions be transferred to the proposed community centers referred to above, and that their municipal service functions be transferred to a new municipal services building in the proposed civic center in Washington Park.

PLAN FOR FIRE STATIONS

The Roxbury-North Dorchester GNRP Area is now served by eight fire stations, six within the area and two nearby. Five of the eight were built between 1870 and 1874 and are functionally obsolete.

Of the six stations within the GNRP Area, five are proposed for consolidation and replacement by two new stations, and one station is proposed for retention without change, as indicated in the following table:

Fire Station	Year Built	Location	Proposal
Companies 42, 30	1952	Egleston Square	Retain
Company 4	1873	Dudley and Winslow	Replace
Company 12	1871	Dudley and Blue Hill	Replace
Company 14	1870	Centre Street	Replace
Company 23	1874	Wash. and Blue Hill	Replace
Company 24	1873	Quincy Street	Replace

Companies 4, 12 and 14 are proposed for replacement in one new consolidated fire station to be located near the intersection of Dudley Street and Harrison Avenue.

Companies 23 and 24 are proposed for replacement in one new consolidated fire station to be located on the so-called Washington Park Boulevard between Perth and Mascoma Streets.

PLAN FOR POLICE STATIONS AND ROXBURY DISTRICT COURT

Police Stations No. 9 and No. 10 both constructed in the 1870's and located on Dudley Street and at Roxbury Crossing, respectively, and the Roxbury Municipal Court, remodeled from an old school in 1901 and located on Roxbury Street near Dudley Terminal, are scheduled for replacement by a consolidated police station and new court building to be located in the proposed civic center to be developed at Dudley Square under the provisions of the approved Urban Renewal Plan for the Washington Park Area.

PLAN FOR MUNICIPAL HEALTH UNITS

The Whittier Street Health Unit, built in 1932, is in good condition and presently well located. Following construction of the

proposed expressway system, however, it will be in an isolated location and is therefore proposed for eventual abandonment.

The Roxbury Health Unit on Blue Hill Avenue was built in 1929. The building lies in the path of the proposed easterly extension of the Washington Park Boulevard. A new health center, located within the Washington Park Project Area is scheduled to replace it.

PLAN FOR MAJOR HIGHWAYS AND STREETS

Historically, the Roxbury-North Dorchester GNRP Area did not develop from any overall plan as did Back Bay or the South End.

Existing Circulation

There are many complex intersections and abrupt changes in street width in the Roxbury GNRP Area. There is an inadequate number of collector streets and there is no really satisfactory route for crosstown movement north of Seaver Street.

Congestion occurs at the Dudley Terminal Area, the Grove Hall Area, at Columbia Square, Edward Everett Square, Roxbury Crossing, the intersection of Blue Hill Avenue and Columbia Road, the intersection of Blue Hill Avenue and Seaver Street, and along Dudley Street. Congestion at these points frequently forces through traffic to find alternate routes along local streets.

Map 6 : Existing Circulation, attached herewith as Exhibit N, shows the classification of existing streets in the GNRP Area.

Map 7 : Proposed Circulation, attached herewith as Exhibit O, shows the proposed classification, construction and improvement of streets in the GNRP Area.

Proposed Circulation

In general, the circulation plan for the Roxbury-North Dorchester GNRP Area, outside of Washington Park, proposes:

(1) The reservation of some 80 acres of right-of-way for the proposed Inner Belt Highway and a possible Southwest Expressway as far as Jackson Square.

(2) The extension of Washington Park Boulevard west to Jackson Square, and east to Columbia Road.

(3) The completion of Warren Avenue widening to Grove Hall.

(4) The widening of Dudley, Hampden, Harrison and Shawmut Avenues.

(5) The construction of a new connection by-passing Guild Row between Shawmut Avenue and Washington Street.

(6) The realignment of Roxbury Street, below the Meeting House Hill escarpment, between Dudley Square and Roxbury Crossing.

(7) The improvement of Blue Hill Avenue, and other minor arterial, collector, and residential service streets through selected widenings, extensions and abandonments, and the reconstruction and modernization of street lighting, street pavements and sidewalks, parking arrangements and landscaping in order to provide quiet, traffic-free residential neighborhoods between major arterial streets.

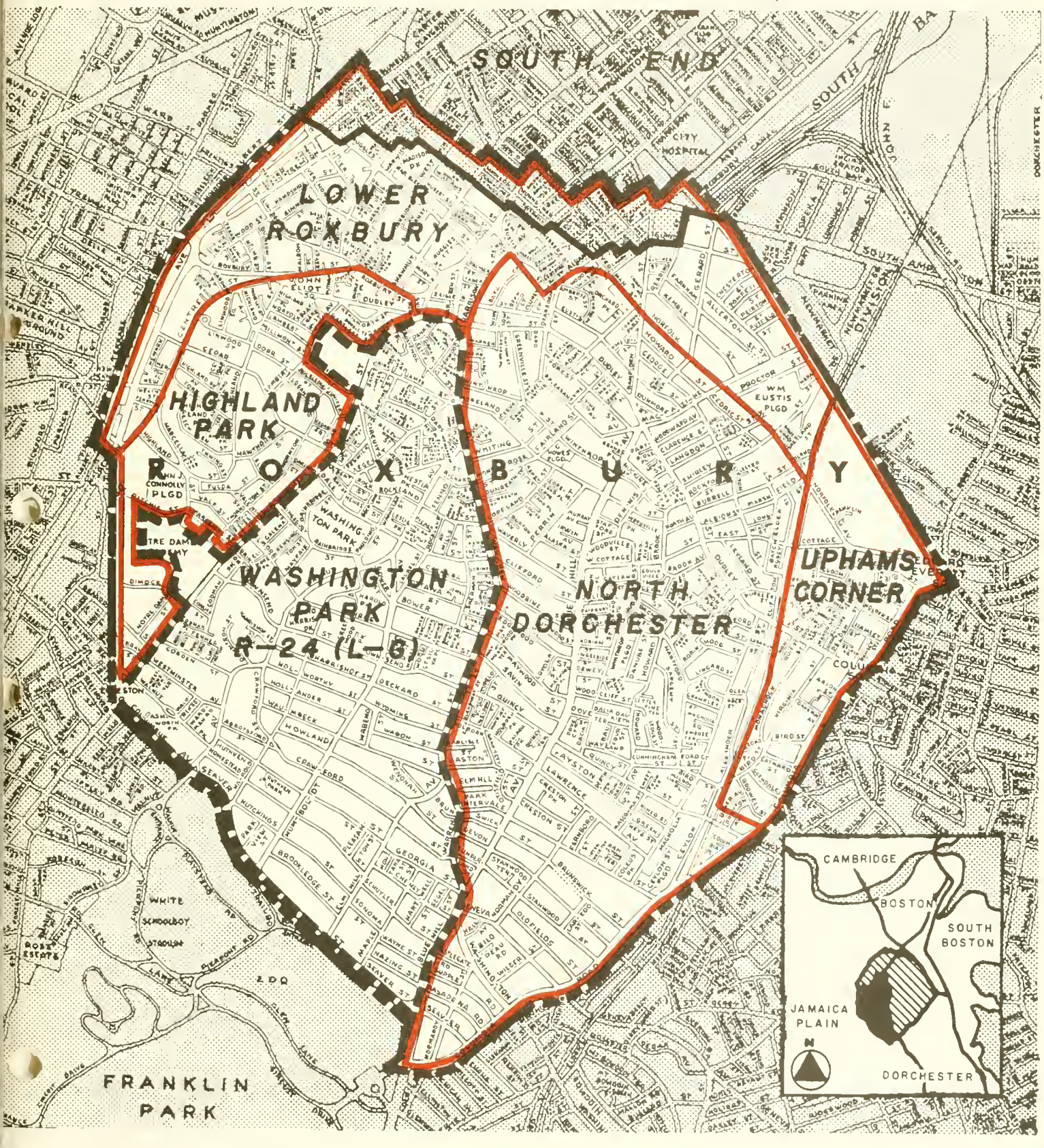
Proposed Expressway System

The proposed Inner Belt Highway system, Route I-695, has long been planned for construction along the northern edge of the Roxbury GNRP Area, tying to the Central Artery at Massachusetts Avenue. Together with its parallel service road system, this route can be expected to relieve congestion on established cross-town streets in the GNRP Area, Dudley Street and Massachusetts Avenue. The ramps and service roads in this area will connect with Columbus Avenue, Washington Street, Warren-Harrison, Blue Hill-Hampden, and Massachusetts Avenue.

The proposed Southwest Expressway system, Route I-95, together with related service roads, tying into the Inner Belt Highway at about Jackson Square, would, if eventually approved for construction, require some land along the western edge of the GNRP Area. The route's expected capacity of 120,000 vehicles per average day will largely be absorbed in long distance trips generated in areas outside of Roxbury. Because half of the traffic now passing through the area, however, is generated elsewhere, this route could help considerably to relieve local streets of radial through traffic.

ROXBURY-NORTH DORCHESTER GNRP* AREA & WASHINGTON PARK URBAN RENEWAL AREA

	BOUNDARY	ACREAGE	1960 POPULATION	FAMILIES	STAGE
APPROVED GNRP AREA		1,785	82,247	23,000	GENERAL PLANNING
PROPOSED GNRP AREA		1,735	81,047	22,700	PROJECT PLANNING
RENEWAL AREA		502	25,922	6,467	PROJECT EXECUTION



*GENERAL NEIGHBORHOOD RENEWAL PLAN

BOSTON REDEVELOPMENT AUTHORITY

0 1/4 1/2 3/4 1
MILES

Land acquisition for the proposed expressway system would ordinarily be a responsibility of the Massachusetts Department of Public Works (MDPW), and it is anticipated for the purposes of this report at least that at the appropriate time that agency would discharge its responsibility in the customary manner.

Proposed Rapid Transit System

The circulation plan for the Roxbury-North Dorchester Area proposes the relocation of the rapid transit line now running along an elevated street structure on Washington Street, to a new alignment in the mainline right-of-way of the New York, New Haven and Hartford Railroad. If relocation of the transit line were to be undertaken in accordance with the plan, present stations and terminal facilities at Dudley and Egleston Squares would then be relocated to Roxbury Crossing, and Jackson Square, respectively.

PLAN FOR MAJOR UTILITIES

Major storm conduits in the Roxbury-North Dorchester GNRP Area were found to be of sufficient capacity.

A number of sewers, however, were found to be of insufficient capacity and in poor condition.

About 40 percent of the GNRP Area is now served by local separate sanitary and storm systems all of which discharge into combined trunk sewers. During heavy storms, this results in system overflows which tend to pollute the Fens Pond, the Charles River and some areas of Boston Harbor.

A large percentage of water mains in the GNRP Area, 16 inches and larger, were laid prior to 1900 and have lost more than 50 percent of their original carrying capacity. There is a high incidence of main failures and a serious deficiency in flows of the high service system in several areas.

In general, the plan for major utilities proposes (1) the separation of storm and sanitary sewers where feasible, (2) the replacement of storm drains, sewers and water lines and appurtenant facilities which are either obsolete or in poor condition, and (3) the cleaning and cement-lining of clogged and corroded water mains and service lines.

DELINEATION OF CLEARANCE AREAS

CODE NO. GN-201(d)

Execution of the General Neighborhood Renewal Plan for the Roxbury-North Dorchester GNRP Area, outside of Washington Park, would require some land acquisition and clearance within the proposed project areas.

Map 8 : Contemplated Treatment, is attached herewith as Exhibit P.

The extent of proposed acquisition and clearance required to carry out the objectives and proposals of the General Neighborhood Renewal Plan as shown on the map is summarized in the following table:

Acquisition	Lower Roxbury*	Highland Park	North Dorchester	Revised GNRP Less R-24**	Inner Belt***
Acres					
Total	220.3	168.4	657.6	1046.3	79.8
Acquire	109.7	67.0	167.9	344.6	79.8
	50%	40%	26%	33%	100%
	100%	100%	100%	100%	--
"Early land"	62.8	38.7	45.8	147.3	--
	57%	58%	27%	43%	--
Parcels					
Total	--	--	--	--	642
Acquire	933	583	1,408	2,924	642
	100%	100%	100%	100%	--

(table continued on next page...)

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Acquisition	Lower Roxbury*	Highland Park	North Dorchester	Revised GNRP Less R-24**	Inner Belt***
"Early land"	568	180	378	1126	--
	61%	31%	27%	39%	--
. . . . .					
Structures					
Total	728	984	3,873	5585	445
Acquire	577	358	993	1928	445
	79%	36%	26%	35%	100%
	100%	100%	100%	100%	--
"Early land"	321	110	230	661	--
	56%	31%	23%	34%	--

* Figures shown are for the proposed Lower Roxbury Project Area within the revised Roxbury-North Dorchester GNRP boundary.

** Figures shown are for the Roxbury-North Dorchester GNRP Area within the revised GNRP boundary, excluding the Washington Park Urban Renewal Project Area.

*** Figures shown are for land acquisition by the Massachusetts Department of Public Works required to provide for construction of the proposed Inner Belt Highway system through the Lower Roxbury and South End Areas, as far as Jackson Square.

The figures for the proposed urban renewal projects shown in the table above specifically do not include any land acquisition required to provide a right-of-way for the proposed Inner Belt Highway system through the South End and Lower Roxbury Areas to Jackson Square.

The extent of land acquisition required for highway construction purposes in the Lower Roxbury and South End Areas, as far as

Jackson Square, is shown separately in the column to the right of that which shows the total for all land except Washington Park lying within the revised GNRP boundary.

Land acquisition for the proposed Inner Belt Highway would ordinarily be a responsibility of the Massachusetts Department of Public Works (MDPW), and it is anticipated for the purposes of this report at least that at the appropriate time that agency would discharge its responsibility in the customary manner.

The figures designated in the table by the term "Early land" refer to the land areas, parcels, and structures which would have to be acquired by the Boston Redevelopment Authority under any "early land acquisition-disposition" program designed to provide sites for the early construction of new housing units and essential community facilities, particularly for relocation purposes, with the minimum initial displacement of families and businesses.

PROPERTY REHABILITATION REQUIREMENTS

CODE NO. GN-201(e)

Individual properties in the Roxbury-North Dorchester GNRP Area, outside of Washington Park, not designated for acquisition and clearance by the terms of any final urban renewal plans which may eventually be prepared and approved for proposed project areas within the GNRP Area, would be required to conform with rehabilitation standards such as those set forth in Chapter VIII of the Approved Urban Renewal Plan for the Washington Park Area which is attached herewith as Exhibit A.

In instances where loans or mortgages for rehabilitation purposes within approved urban renewal project areas are proposed to be insured by the Federal Housing Administration (FHA), under the special assistance provisions of Sections 203,220, and 221 of the National Housing Act, individual properties of one to eleven units, as of now, would be required to conform with "Minimum Property Standards for Urban Renewal Rehabilitation", for the City of Boston, issued by FHA on March 19, 1963.

IDENTIFICATION OF TITLE I PROJECTS — CODE NO. GN-201(f)

Significant differences in the present character and condition, required treatment, community organization, and the nature and possible timing of neighborhood improvement proposals in different sections of the Roxbury-North Dorchester GNRP Area, outside of Washington Park, as well as the sheer size of this 1300-acre area, suggest that the General Neighborhood Renewal Plan for the Area be carried out in the form of at least three separate urban renewal projects.

Separate urban renewal projects are proposed for the Lower Roxbury, Highland Park, and North Dorchester sections of the GNRP Area.

Map 9 : Proposed Title I Projects, attached herewith as Exhibit Q, identifies the tentative boundaries of the three anticipated projects involving Title I aid.

Project execution activity in the Washington Park Urban Renewal Area was initiated on April 30, 1963 with Federal approval of a project expenditures budget and a loan and grant allocation for the project.

SEQUENCE AND TIMING OF PROJECT ACTIVITIES

Given necessary approvals from the Mayor, the community, the Authority, the City Council, and State and Federal agencies, as required, proposed urban renewal projects in the Roxbury-North Dorchester GNRP Area, outside of Washington Park can reasonably be expected to get underway and to proceed in accordance with the following sequence and timing of project activities:

PROPOSED SCHEDULE OF PROJECT ACTIVITIES

Project Activity	Lower Roxbury*	Highland Park	North Dorchester	Revised GNRP Less R-24**
Survey and planning				
Begin	7-65	1-66	7-66	7-65
End	7-66	1-67	1-68	1-68
Early land				
Begin	7-65	1-66	7-66	7-65
End	7-66	1-67	1-68	1-68
Execution				
Begin	7-66	1-67	1-68	7-66
End	7-68	1-69	1-71	1-71

* Figures shown are for the proposed Lower Roxbury Project Area within the revised Roxbury-North Dorchester GNRP boundary.

** Figures shown are for the Roxbury-North Dorchester GNRP Area within the revised GNRP boundary, excluding the Washington Park Urban Renewal Project Area.

PROPOSED REVISION OF ROXBURY-NORTH DORCHESTER GNRP AREA BOUNDARY

The path of the proposed Inner Belt Highway will cut through the Madison Park section of Roxbury, separating much of Lower Roxbury from the South End. For this reason, it is recommended that half of the proposed Inner Belt Highway right-of-way, and about 25 acres of land, now a part of the Roxbury-North Dorchester GNRP Area, lying between the northerly right-of-way line of the proposed highway and the present GNRP boundary, be added to the South End Area currently being planned as a separate urban renewal project.

A revised boundary for the Roxbury-North Dorchester GNRP Area, and of course, for the Lower Roxbury Area as well, is shown in solid black on the key map which is attached herewith, as well as on Map 9 : Proposed Title I Projects, attached as Exhibit Q.

The proposed transfer from one renewal area to another would involve a total of some 50 acres of land.

The land involved, in terms of character and condition, can be regarded as a part of the South End. Moreover, the required urban renewal treatment and the ultimate development and rehabilitation of land and buildings in the area is more closely related to the proposed program for the South End than it could possibly be to any program in Lower Roxbury from which as a practical matter it will be severed by the Inner Belt.

This proposed revision of the Roxbury-North Dorchester GNRP Area boundary will be reflected subsequently (1) in the boundary description included in Code No. R-201 of the Application for Loan and Grant, Part I: Final Project Report for the South End Urban Renewal Area, and (2) in the boundary description included in Code No. R-101 of the Survey and Planning Application for the proposed Lower Roxbury Urban Renewal Area.

EXCLUSION OF UPHAMS CORNER AREA FROM PROPOSED PROJECTS

Only one major public improvement is recommended for the Uphams Corner section of the Roxbury-North Dorchester GNRP Area. That improvement is the construction of a new branch library on Dudley Street.

This section of the GNRP Area taken by itself shows little evidence of extensive or incipient blight, as indicated by the survey findings reported previously in the "GNRP Program". Moreover, it is separated from the rest of the GNRP Area by the tracks of the Midland Branch of the New Haven Railroad. These tracks are carried through the area on a large earth embankment whose stone faces are penetrated only in a very few instances by under-crossing streets.

In part because of the wall which divides this section of the GNRP Area, Uphams Corner represents a distinct and different community, far more closely related in character, condition, and community needs to the larger Dorchester district.

For these reasons, a program of urban renewal action is not recommended for this section of Roxbury-North Dorchester GNRP Area at this time, and the Uphams Corner Area is not included in any of the anticipated projects involving Title I aid.

ANTICIPATED ABSORPTION OF CLEARED LAND

CODE NO. GN-202(a)

Execution of the General Neighborhood Renewal Plan for the Roxbury-North Dorchester GNRP Area, outside of Washington Park, would make available some 370 acres of cleared land, other than in the Madison Park and Dudley Terminal Special Development and Planning Districts, for the development of a variety of new land uses. The amount of land allocated for development, for each proposed use, can be summarized as follows:

Land Development	Lower Roxbury		Highland Park	North Dorchester	Uphams Corner	Total GNRP Less R-24**
	Special	Other				
Residential	nr	8.7	35.8	68.2	--	112.7
Commercial	nr	1.0	--	2.3	--	3.3
Industrial	nr	51.6	5.3	14.1	--	71.0
Community Facilities	nr	5.2	18.1	66.3	--	89.6
Streets	nr	69.2	7.8	17.0	--	94.0
Total	nr	135.7	67.0	167.9	--	370.6

* Figures shown are for either (1) the Madison Park Special Development District, or (2) the Dudley Terminal Special Planning Distric

** Figures shown are for the Roxbury-North Dorchester GNRP Area, excluding the Washington Park Urban Renewal Project Area.

It is anticipated that the market for residential, commercial, and industrial land will be fully capable of absorbing this land once it has been made available.

Land for new streets and community facilities would not, of course, be disposed of on the open market, but, would occur by prior agreement between the public agencies involved in conformity with the "Capital Improvements Program 1963/1975".

ABSORPTION OF CLEARED LAND FOR RESIDENTIAL USE

The General Neighborhood Renewal Plan provides 113 acres of land for new housing construction. At suitable densities, averaging 20-25 dwelling units per net acre, this land would provide for the development of some 2,250 units for low-and moderate-income families.

For the most part, it is to be expected that such housing would be built with private non-profit, limited dividend or cooperative sponsorship under the terms of Section 221(d)(3) of the National Housing Act. In addition, it is anticipated that some public housing units and housing for the elderly could be provided.

Washington Park As a Comparable Area

The Washington Park Urban Renewal Area is centrally located within the entire Roxbury-North Dorchester GNRP Area. It also has social and economic characteristics which are somewhat similar to the other sections of the GNRP Area. For these reasons, it can be assumed that both land utilization and marketability studies and actual project development experience in Washington Park are generally applicable to the GNRP Area as a whole. Of these two, perhaps, actual experience provides the surer measure of anticipated market absorption capacity.

New Housing Construction Experience in Washington Park

To date, 460 new moderate-rental dwelling units, constructed under the provisions of Section 221(d)(3) on reuse sites, have either been occupied or have been, in effect, advertised for occupancy in Washington Park. Developers for 500 more units have been selected.

For each such unit made available and occupied by a low-or moderate-income family, there have been another five families waiting for acceptance who have been found to be eligible and fully-qualified

for occupancy, but who have had to be rejected for lack of a sufficient number of units.

All of the so-called "221(d)(3)" units which have been built on cleared land in Washington Park have been well-received. There is neither a dearth of sponsors, builders, or tenants. Quite to the contrary, it appears that there are more qualified developers of land, prepared to build a larger number of low-and moderate-rental units, than there is land which might be available to them for such building purposes.

Demand, as a practical matter, has been and continues to be far in excess of supply where neighborhood improvement is assured by urban renewal action. The demand for land, in fact, now appears to exceed even the amount allocated for the 1,500 units ultimately programmed for construction under the provisions of the approved Urban Renewal Plan for Washington Park.

More significantly, perhaps, actual experience in Washington Park indicates that well-over one-half of all of the "221(d)(3)" units which are made available will be occupied by families relocated from clearance sections of the project area.

Execution of the General Neighborhood Renewal Plan for the GNRP Area, outside of Washington Park, would require the eventual displacement of nearly 4,000 dwelling units including those in the right-of-way of the proposed Inner Belt Highway. Based upon the experience in rehousing displaced families in Washington Park, this suggests that nearly all of the 2,250 units which could be developed on cleared sites in North Dorchester, Highland Park, and Lower Roxbury might be absorbed for relocation purposes alone. This is probably a maximum figure subject to certain reductions due to income limitations.

Relocating and Rehousing Experience in Washington Park

Actual relocation and rehousing experience in Washington Park, shows that to date, 2,015 families and individuals have been relocated from the project area.

Close to one-half of the families and individuals who have been relocated have been rehoused within the Roxbury-North Dorchester GNRP Area. If 50 percent of the families and individuals who would be displaced by urban renewal action from other sections of the Roxbury GNRP Area were to be rehoused within the GNRP Area,

standard dwelling units would have to be found for nearly 2,000 households.

Experience in Washington Park also indicates that the average rental of displaced families after rehousing in private accommodations is about $85 per month. If the same relationship were to hold true in the GNRP Area outside of Washington Park, it might reasonably be expected that at least 800, or 40 percent, of the households displaced could afford accommodations in moderate-rental developments like Marksdale Gardens, in Washington Park, where the present rental schedule is $85 per month for a two-bedroom unit, $95 per month for a three-bedroom unit, and $105 per month for a four-bedroom unit, including heat and hot water. This is probably a more realistic figure taking into consideration income limitations.

Land Utilization and Marketability Studies for Washington Park

New housing construction and residential land development proposals for Washington Park, as provided for in the approved Urban Renewal Plan for the Washington Park Area attached herewith as Exhibit A, were originally based, in part, on the findings of the "Rapkin Report" attached herewith as Exhibit D.

In brief, the "Rapkin Report" points out that basic demand for new housing units in the Roxbury Area will result from (1) replacement demand resulting from the loss of dwelling units through housing abandonments, highway construction, urban renewal, code enforcement, and other public programs, (2) incremental demand resulting from a rapid increase in the number of non-white households during the 1960's and (3) quantitative shifts in demand resulting from a general desire for improved living units among Negro families with rising incomes and rising expectations.

The report concludes that there could be an effective annual demand for over 1,000 new rental and nearly 300 new sales units each year in the Roxbury Area.

Although these observations cannot provide an effective substitute for residential market studies, they do suggest that there is ample reason to believe that cleared sites for new housing construction could easily be absorbed in both present and future markets for residential land in the Roxbury-North Dorchester GNRP Area.

ABSORPTION OF CLEARED LAND FOR COMMERCIAL USE

The General Neighborhood Renewal Plan provides for less than 10 acres of land to be made available for the construction of new shopping facilities in the Roxbury-North Dorchester GNRP Area outside of Washington Park, while some 35 acres of land now in commercial use would be acquired.

The net reduction of some 25 acres of commercial land is closely related to what has been and is expected to be an even accelerated decline in "hard" demand for new commercial building space.

This decline in demand reflects (1) the normal business turn-over and liquidation, (2) the expectation of an increased rate of liquidations during the period of commercial displacement and development, and (3) a limited market for new, first-class commercial accommodations.

Since well over 500 business units are likely to be displaced, however, as a result of urban renewal action in those sections of the GNRP Area outside Washington Park, there seems ample reason to believe that cleared sites for new shopping center construction could easily be absorbed in both present and future markets for commercial land in the Roxbury-North Dorchester GNRP Area.

ANTICIPATED ABSORPTION OF CLEARED LAND FOR INDUSTRIAL USE

The General Neighborhood Renewal Plan provides about 70 acres of land for new industrial use. It is expected that the new industrial land areas would serve not only local, but metropolitan development needs.

Urban Renewal Project Displacement Demand

A number of industrial firms in Boston have been and will be displaced by highway construction and urban renewal activity. Urban renewal action in the Roxbury GNRP Area outside of Washington Park could result specifically, in the acquisition of some 50 acres of land presently in industrial use.

Many of the firms located on these 50 acres of land could be relocated to new industrial land areas provided for in the General Neighborhood Renewal Plan. Such areas, largely in the Lower Roxbury section of the GNRP Area, in close proximity to the Inner Belt Highway would be attractive in terms of their central geographic location and

easy accessibility from all parts of the regional core. At the same time, it is reasonable to expect that some of the displaced firms would either liquidate or move to other locations outside of Roxbury.

In terms of current trends in the development of industrial land it i to be noted that the 70 acres of new industrial land provided within the GNRP Area would be more intensively used than is now the case in the Roxbury GNRP Area. New industrial sites and buildings would also be required to provide more space for off-street parking and loading than is now the case.

Metropolitan Industrial Development Demand

A study conducted by the Greater Boston Economic Study Committee in 1962, entitled "Industrial Land Needs Through 1980" points out that over 8,000 additional acres of industrial land will be required to accommodate the increase in manufacturing and wholesaling activity projected for the Greater Boston Area between 1960 and 1980. It further anticipates that Boston's regional core will capture about 5 percent of this demand.

Within the Greater Boston Area as a whole, there are about five acres of buildable, industrially-zoned land for every acre of projected need. The report, however, states that the normal rate of industrial growth within the regional core can probably be increased significantly if the transportation system is improved through (1) the modernization and extension of the rapid transit system, (2) the completion of the proposed expressway system, and (3) the expansion of terminal parking facilities. Since the report was published, the mass transportation system has been reorganized as the Metropolitan Bay Transportation Authority (MBTA) to encompass 78 rather than 14 communities in the metropolitan region. In addition, the new MBTA recently received a grant from the Federal government under provisions of both new Federal and State transportation legislation to modernize its facilities. Furthermore, the Massachusetts Turnpike Authority recently opened its Weston to Boston extension directly into the South Station Area where plans are underway for the construction of a large parking garage.

To attract further industrial firms into the regional core, the GBESC Report recommends that local core area governments undertake urban renewal action in order to facilitate the assembly of saleable industrial sites. Precisely such proposals are outlined in this General Neighborhood Renewal Plan.

In terms of both project displacement and metropolitan industrial development demand, there seems ample reason to believe that cleared sites for new industrial building in the Roxbury-North Dorchester GNRP Area could easily be absorbed in both present and future markets for industrial land.

GENERAL NEIGHBORHOOD RENEWAL PLAN BINDER NO.
PROJECT NO. MASS. R-50

Roxbury-North Dorchester Urban Renewal Area SUBMISSION DATE:
Boston Redevelopment Authority
Boston • Massachusetts

ESTIMATES OF PROJECT FINANCING CODE NO. GN-202(b)

Execution of the General Neighborhood Renewal Plan for the Roxbury-North Dorchester GNRP Area, outside of Washington Park, would require a total of about $75-million in the form of (1) Federal grants, and (2) local grants-in-aid. The amount of aid required for each of the three proposed urban renewal projects is summarized, by the proposed source of such aid, in the following table.

Financing	Lower Roxbury*	Highland Park	North Dorchester	Revised GNRP Less R-24**
Total cost	$14,398	$14,847	$ 3,042	$72,287
Federal grant	- 9,551	- 9,157	- 27,639	- 46,347
Local contribution	=$4,847	=$ 5,690	=$15,403	=$25,940
State share	- 2,224	- 3,289	- 9,999	- 15,512
City share	=$2,623	=$ 2,401	=$ 5,404	=$10,428

* Figures shown are for the proposed Lower Roxbury Project Area within the revised Roxbury-North Dorchester GNRP boundary.

** Figures shown are for the Roxbury-North Dorchester GNRP Area within the revised GNRP boundary, excluding the Washington Park Urban Renewal Project Area.

Federal survey and planning advance and "early land" loan requirements for the various stages of the proposed program of urban renewal action can also be estimated, in addition to the required Federal capital grants, and these are summarized in the following table:

Stage	Lower Roxbury*	Highland Park	North Dorchester	Revised GNRP Less R-24**
Planning	$ 299	$ 265	$ 490	$ 1,054
Early Land	+ 6,876	+ 3,467	+ 5,166	+ 15,509
Execution	+ 2,376	+ 5,425	+ 21,983	+ 29,784
Capital grant	=$9,551	=$9,157	=$27,639	= $46,347

* Figures shown are for the proposed Lower Roxbury Project Area within the revised Roxbury-North Dorchester GNRP boundary.

** Figures shown are for the Roxbury-North Dorchester GNRP Area within the revised GNRP boundary, excluding the Washington Park Urban Renewal Project Area.

It should be pointed out that these costs specifically do not include the cost of acquiring the right-of-way of the proposed Inner Belt Highway in the Lower Roxbury and South End Areas as far as Jackson Square, the cost of highway construction, or the cost of relocating families and businesses from the proposed right-of-way area.

A Loan and Capital Grant Contract for the Washington Park Urban Renewal Area was executed on May 1, 1963.

A detailed estimate of the financing requirements for each of the proposed projects in the Roxbury-North Dorchester GNRP Area, outside of Washington Park, is attached herewith.

GENERAL NEIGHBORHOOD RENEWAL PLAN
PROJECT NO. MASS. R-50

BINDER NO.

Roxbury-North Dorchester Urban Renewal Area
Boston Redevelopment Authority
Boston • Massachusetts

SUBMISSION DATE:

ANALYSIS OF RELOCATION PROGRAM

CODE NO. GN-202(c)

Execution of the General Neighborhood Renewal Plan for the Roxbury-North Dorchester GNRP Area, outside of Washington Park, would require the displacement of some families, individuals, and businesses in the proposed project areas.

RELOCATION REQUIREMENTS

The general magnitude of displacement would be limited. The actual extent of displacement required to carry out the objectives and proposals of the General Neighborhood Renewal Plan is summarized in the following table:

Displacement	Lower Roxbury*	Highland Park	North Dorchester	Revised GNRP Less R-24**	Inner Belt***
Occupied DU					
Total	1,179	1,578	9,238	11,995	594
Displace	867	609	1,881	3,357	594
	74%	39%	20%	28%	100%
	100%	100%	100%	100%	--
"Early land"	517	260	489	1,266	--
	60%	43%	26%	38%	--

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Displacement	Lower Roxbury*	Highland Park	North Dorchester	Revised GNRP Less R-24**	Inner Belt***
Businesses					
Total	332	68	721	1,121	248
Displace	156	45	257	458	248
	47%	66%	36%	41%	100%
	100%	100%	100%	100%	--
"Early land"	98	26	64	188	--
	63%	58%	25%	41%	--

* Figures shown are for the proposed Lower Roxbury Project Area within the revised Roxbury-North Dorchester GNRP boundary.

** Figures shown are for the Roxbury-North Dorchester GNRP Area within the revised GNRP boundary, excluding the Washington Park Urban Renewal Project Area.

*** Figures shown are for displacement, by the Massachusetts Department of Public Works required to provide for construction of the proposed Inner Belt Highway system through the Lower Roxbury and South End Areas, as far as Jackson Square.

The figures for the proposed urban renewal projects shown in the table above specifically do not include any displacement required to provide a right-of-way for the proposed Inner Belt Highway system through the South End and Lower Roxbury Areas to Jackson Square.

Relocation for the proposed Inner Belt Highway would ordinarily be a responsibility of the Massachusetts Department of Public Works (MDPW), and it is anticipated for the purposes of this report at least that at the appropriate time that agency would discharge its responsibility in the customary manner.

The figures designated in the table by the term "Early land" refer to the occupied dwelling units and businesses which would have to be displaced by the Boston Redevelopment Authority under any "early

land acquisition-dispostion" program designed to provide sites for the early construction of new housing units and essential community facilities, particularly for relocation purposes, with the minimum initial displacement of families and businesses.

RELOCATION RESOURCES

The study carried out on relocation resources in Washington Park was presented under code item R-223 of the Application for Loan and Grant, Part I, Final Project Report, Project No. Mass. R-24, submitted January 25, 1963. The study indicated that sufficient decent, safe, and sanitary housing units existed to accommodate all households to be displaced by the project. To date 174 units of moderate-income housing have been built in the area, and nearly 300 more are under construction.

Lower Roxbury

In Lower Roxbury, some vacancies exist through turnover in the large public housing developments located in the area and through the rehabilitation of currently vacant buildings. Sufficient vacant land parcels exist in residential sections of the renewal area to accommodate an estimated 184 new units.

Highland Park

In Highland Park, the Boston Housing Authority has already initiated a program under which it will rehabilitate existing substandard housing for 59 units for families eligible for public housing. Preliminary estimates indicate that over 700 new housing units, either public or private, could be constructed on currently vacant land.

North Dorchester

In North Dorchester, there is existing vacant land with contiguous parcel lots suitable for residential developments. Clearance of dilapidated nonsalvageable structures will provide additional space for residential housing, both private and public, with emphasis on public housing for the elderly. There has been a continuous and consistent turnover in the large public housing development in this area.

Current Rental Vacancies in the GNRP and Related Areas

As of July 31, 1964, turnover in rental housing the Roxbury district and the Dorchester district of Boston, as reflected in figures of the Boston Gas Company, for the preceding seven months is as follows:

Month	Roxbury	Dorchester	Rest of City*
January	304	382	900
February	314	391	965
March	422	543	1,178
April	429	541	1,268
May	443	557	1,564
June	478	703	1,905
July	496	755	1,633
Totals	2,887	3,872	9,413

* Figures shown are for all of Boston outside of Roxbury and Dorchester, except Hyde Park.

U. S. Census of Housing

As of April 1, 1960, the housing inventory in the Roxbury-North Dorchester GNRP as indicated in the U. S. Census of Housing, 1960, Volume I, Final Report HC(1)-23, was as follows:

Tenure	Number	Percent
Owner-occupied	4,942	18
Renter-occupied	20,112	72

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Tenure	Number	Percent
Vacant for sale	115	1
Vacant for rent	1,381	5
Other	1,093	4
Totals	27,643	100

Condition	Number
Sound with plumbing	15,658
Deteriorating with plumbing	9,533
Sount without plumbing, deteriorating without plumbing, or dilapidated	2,452
Total	27,643

Turnover in Citywide Housing Inventory

As of July 31, 1964, there were an estimated 16,200 housing units available in the most recent seven-month period from turnover in rental housing as indicated by the records of our local utility company. These units were located within the City of Boston and represent a substantial portion of the total available private rental housing turnover.

The annual turnover rate for Boston's public housing units in 1963 was 12.6% or 1,800 units.

Turnover rates in the City's housing supply are derived from the U. S. Census of Housing, Boston, 1960, and are estimated as follows:

Year Moved	Renter-Occupied		Owner-Occupied		Total	
1957	15,969	(9.8%)	3,054	(5.0%)	19,023	(8.5%)
1958	20,750	(12.7%)	3,171	(5.2%)	23,921	(10.6%)
1959	33,262	(20.4%)	3,555	(5.8%)	36,817	(16.4%)

Characteristics of Inventory and Vacancy Rate

As of April 1, 1960, there was an estimated 14,115 vacant housing units out of a total of 238,802 units in the City of Boston. In the interim period through July 31, 1964, it is estimated that a net decrease of 31,600 people has occurred in the City, further increasing the availability of housing. Of the 224,687 units occupied, it is estimated that 163,396 were renter-occupied and 61,291 were owner-occupied.

As of November 1964 there were 14,397 public rental housing units provided under the Federally-aided and State-aided programs, according to a letter from the Acting Administrator of the Boston Housing Authority, dated November 27, 1964.

As of April 1, 1960, the U. S. Census of Housing listed 14,115 vacant dwelling units, providing vacant ratio of 5.9%. Of the vacant dwelling units, 6,263 are available vacant with all facilities and considered to be standard units, including 485 sales units and 5,778 rental units.

Vacant standard units represent 3.1% of the total number of standard units. The vacancy rate is 4.1% of the total standard sales units, according to the U. S. Census of Housing, States and Small Areas HC(1)23, Boston, 1960.

Availability of Housing to Nonwhite Families and Individuals

Under open occupancy legislation enacted July 1, 1963, in the Commonwealth of Massachusetts, all dwelling units except those in owner-occupied, two-family structures, are available by law for rent or purchase on an open occupancy basis.

Related Relocation Actions

As part of the ongoing development of a comprehensive relocation program for the City of Boston, the Boston Redevelopment Authority has taken a number of actions to further develop and refine the relocation program. These actions are as follows:

(1) In December 1962, the Authority executed a contract with United Community Services of Metropolitan Boston to provide a social service unit in the Government Center Relocation Program. Since that time increasing emphasis has been placed upon providing adequate social services to persons required to relocate.

(2) A full-time public health nurse was utilized in Castle Square by the United South End Settlements, Inc., who carried out that program and the full-time staff services of a public health nurse are now being utilized in Washington Park.

(3) The Authority entered into a contract with Management Services Associates, Inc., to develop a comprehensive relocation program for Boston. The report included recommendations for organizational, procedural, and personnel changes, as well as added emphasis upon cooperation with community social service agencies.

As a result, the Authority established in 1963 a Department of Family Relocation and employed a Director of Family Relocation.

Cooperation with public and private social service agencies has been extensive in Washington Park. The Department of Family Relocation has also cooperated with Action for Boston Community Development in the preparation of plans for multi-service centers in Roxbury, Charlestwon, and the South End.

(4) The Department has worked with the Greater Boston Real Estate Board, the Rental Housing Association, the Brokers Institute, and the Multiple Listing Service.

(5) In September, 1963, the Mayor of Boston established a Citizens Advisory Committee with subcommittees on Relocation Housing, Housing for the Elderly, and Minority Housing. Advisors and staff services are provided to the subcommittees by the Authority. The Director of Family Relocation is the staff advisor to the Subcommittee on Relocation Housing.

IDENTIFICATION OF REQUIRED ACTIONS

CODE NO. GN-202(d)

Map 10 : Existing Zoning, is submitted herewith as Exhibit R.

Map 11 : Proposed Zoning, is submitted herewith as Exhibit S.

ZONING CHANGES

A new Zoning Ordinace for the City of Boston became effective on December 31, 1964.

The proposed classification of zoning districts is based upon the new Zoning Ordinance.

The re-mapping of zoning districts, conforming to this classification, is proposed for all sections of the Roxbury-North Dorchester GNRP Area in order (1) generally to carry out the objectives and proposals of the General Neighborhood Renewal Plan, (2) particularly to conform as closely as possible with the land use and building requirements for areas proposed to be acquired as a part of the General Neighborhood Renewal Plan, and (3) additionally to stimulate the reorganization of land use and building development in sections of the GNRP Area which are not proposed to be acquired.

The revised mapping of zoning districts as shown on the proposed zoning plan will provide a guide for the zone district changes to be (1) incorporated in any urban renewal plans which eventually may be prepared for proposed project areas in the GNRP Area outside of Washington Park, and (2) incorporated as revisions to the approved Urban Renewal Plan for the Washington Park Project Area in view of the fact that that plan was adopted prior to the effective date of the new Zoning Ordinance.

MODIFICATION OF HOUSING CODES

A review of housing and building codes currently in effect in and for the City of Boston, including (1) the State Sanitary Code setting forth "Minimum Standards of Fitness for Human Habitation" as mandatory minimum requirements for housing in all municipalities of the Commonwealth, and (2) the Boston Building Code, indicates that such codes and ordinances are fully adequate to carry out the objectives and proposals of the General Neighborhood Renewal Plan.

PROVISION OF COMMUNITY FACILITIES

Community facilities and public improvements can be provided in accordance with the "Capital Improvements Program 1963/1975" as needed to carry out the objectives and proposals of the General Neighborhood Renewal Plan.

The costs for such community facilities and public improvements are shown by proposed project area in the "GNRP Program" set forth previously. These facilities and improvements could readily be provided during the exectuion period for each project as shown in the schedule for urban renewal project activities, Code No. GN-201(f), given necessary local and Federal approvals.

It must be emphatically pointed out, however, that the commencement of survey and planning, early land acquisition-disposition, and project execution activities designed to carry out the objectives and proposals of the General Neighborhood Renewal Plan, and to extend urban renewal action in those sections of the Roxbury-North Dorchester GNRP Area, outside of Washington Park, will require the approval of "An Application for Survey and Planning" including the reservation of a Federal capital grant in the amount previously estimated in Code No. GN-202(b) to be required for each of the three anticipated projects involving Title I aid previously identified in Code No. GN-201(f).

EVIDENCE OF CONFORMITY TO GENERAL PLAN CODE NO. GN-203

The Roxbury-North Dorchester General Neighborhood Renewal Plan is in full conformity with the "1965/1975 General Plan for the City of Boston and the Regional Core", dated November 1964, with respect to objectives and proposals for land use, zoning, major thoroughfares, community facilities, and the programming of public improvements.

Under the terms of Chapter 652, Acts of 1960 of the Massachusetts General Court, the powers and duties of the Boston City Planning Board were transferred to the Boston Redevelopment Authority. For this reason, the required evidence of approval of the General Neighborhood Renewal Plan as conforming to the general plan of the locality as a whole, appears in the "Resolution of the Boston Redevelopment Authority Approving the General Neighborhood Renewal Plan for Roxbury-North Dorchester Urban Renewal Area", Code No. GN-211, which follows.

A copy of the "1965/1975 General Plan for the City of Boston and the Regional Core", dated November 1964, is attached herewith as Exhibit B.

RESOLUTION OF LPA APPROVING PLAN

CODE NO. GN-211

RESOLUTION OF BOSTON REDEVELOPMENT AUTHORITY
APPROVING THE GENERAL NEIGHBORHOOD RENEWAL PLAN
ROXBURY-NORTH DORCHESTER URBAN RENEWAL AREA

WHEREAS, pursuant to the provisions of Title I of the Housing Act of 1949, as amended, the Boston Redevelopment Authority, hereinafter referred to as the "Local Public Agency", has entered into a contract, designated Contract No. Mass R-50(GN), with the Federal Government pursuant to which the Government has made available to the Local Public Agency financial assistance for the preparation of a general neighborhood renewal plan for the urban renewal area designated as the Roxbury-North Dorchester Urban Renewal Area, in the County of Suffolk, Commonwealth of Massachusetts, hereinafter referred to as the "Locality"; and

WHEREAS, there was presented to this meeting of Boston Redevelopment Authority, hereinafter referred to as the "Governing Body", for its consideration and approval, a copy of a general neighborhood renewal plan for said urban renewal area, dated , which plan is entitled "GENERAL NEIGHBORHOOD RENEWAL PLAN, Roxbury-North Dorchester Urban Renewal Area" and consists of pages and exhibits made a part thereof, said plan being hereinafter referred to as "General Neighborhood Renewal Plan", and

WHEREAS, said General Neighborhood Renewal Plan was reviewed and considered at length at said meeting; and

WHEREAS, pursuant to the laws of the Commonwealth of Massachusetts the Authority is the duly designated and offical planning board for the City of Boston; and

WHEREAS, a comprehensive plan has been prepared and is recognized and used as a guide for the general development of the locality as a whole:

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY, That the General Neighborhood Renewal Plan be and is hereby approved in all respects; that it is determined to be adequate as an outline of the urban renewal activities proposed for the area involved, as a framework for the preparation of urban renewal plans, and to indicate generally, to the extent feasible in preliminary planning, the land uses, population densities and other building requirements, prospective requirements for the conservation and rehabilitation of property, and any portions of the area contemplated for clearance and redevelopment; that the Se Secretary be and is hereby directed to file the copy of the General Neighborhood Renewal Plan with the minutes of this meeting; and that the Development Administrator is hereby authorized and directed to file such plan with the Housing and Home Finance Agency, and to provide such additional information and to furnish such documents as the authorized correspondent of the Boston Redevelopment Authority.

CAPITOL 7-6880

RES. OXFORD 6-4538
OXFORD 6-6067

JOHN C. CONLEY
ATTORNEY AT LAW
SUITE 501
73 TREMONT ST., BOSTON 8, MASS.

OPINION OF LPA COUNSEL RESPECTING APPROVAL OF GENERAL NEIGHBORHOOD RENEWAL PLAN BY GOVERNING BODY OF LPA

Boston Redevelopment Authority
1108 City Hall Annex
Boston, Massachusetts

Gentlemen:

Re: General Neighborhood Renewal Plan
Roxbury-North Dorchester, Mass. R-50
Boston, Massachusetts

I am an attorney-at-law admitted to practice in the Commonwealth of Massachusetts. As counsel for the Boston Redevelopment Authority, my opinion, including factual statements requested by the Housing and Home Finance Agency, is as follows:

1. I have examined the General Neighborhood Renewal Plan prepared by the Boston Redevelopment Authority, relating to the Roxbury-North Dorchester Urban Renewal Area, City of Boston, County of Suffolk, Commonwealth of Massachusetts, hereinafter referred to as the "Plan," which plan is more specifically identified as follows:

   A mimeographed document dated
   entitled, "General Neighborhood Renewal Plan for the Roxbury-North Dorchester Urban Renewal Area," and consisting of pages and exhibits for the urban renewal area aforementioned, approved by the Local Public Agency on

   I have also examined a record of the official proceedings respecting the authorization and approval of the Plan by the governing body of the Local Public Agency.

2. The Plan has been duly approved by the Boston Redevelopment Authority as the Governing Body of the Local Public Agency.

3. The Plan, when duly approved by the City Council of the City of Boston will be a valid Plan, meeting all the requirements of Title I of the Housing Act of 1949, as amended, and other applicable law. The Plan includes all of the provisions and matters required by Section 102 (d) of said Housing Act.

4. The territorial area covered by the Plan is within the territorial jurisdiction of the Local Public Agency, and such area under state and local laws is legally eligible and appropriate for the activities contemplated under the Plan.

5. To my knowledge there is no pending or threatened litigation of any kind concerning the Plan.

John C. Conley

Attorney for Boston Redevelopment Authority
73 Tremont Street
Boston, Massachusetts

General Neighborhood Renewal Plan
ROXBURY-NORTH DORCHESTER
5 copies
copy # 5